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12 QUEEN'S ROAD CENTRAL.
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The Hongkong Telegraph

FOUNDED 1861 四拜禮 第三十九 港香 THURSDAY, SEPTEMBER 13, 1923 日三初八

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The principal difference between a good
Used Car and a Bad Used Car is that
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THE DRAGON MOTOR CAR CO., LTD.

Telephone—Central 3950

THE JAPANESE DISASTER.

Liability of Insurance Companies.

(Reuter's Service.)

London, September 12.
The announcement that Japanese Insurance Companies have decided to pay full losses, not availing themselves of the earthquake clauses, closely concerns British Companies with which the Japanese Companies were re-insured. The consensus of opinion in the London insurance market is that the Japanese Companies cannot pay claims not strictly covered in policies without consultation with the reinsuring Company. In the event of the Japanese Companies admitting claims not covered by the original policies the extent of the liability of the reinsuring companies will be a matter for negotiation and adjustment.

More Relief Funds.

Brussels, September 12.
The King, Queen and Royal Princes became Patrons of the Belgian National Committee for Japanese Relief, which, as a first donation, has cabled a hundred thousand francs through the Belgian Ambassador to Japan.

A Simla message says £15,000 has so far been subscribed to the Viceroy's Japanese Relief Fund. A central committee is dealing with the collections and expenditure.

A Rome message says the Pope has sent twenty thousand dollars to the Apostolic Delegation in Washington for remittance to Tokyo for the benefit of sufferers.

A Paris message says M. Poincaré has approved of the opening of a public subscription by the Parisian Press for Japanese relief.

The National Capital.

Osaka, September 12.
An Imperial Rescript regarding the revival of the national Capital was promulgated on Wednesday. After dwelling on the disastrous nature of the earthquake, which was characterised as an unprecedented national calamity, the Rescript appealed to the nation for a supreme effort and for drastic measures in order to restore stability and popular sentiment. It emphasised the necessity not only for restoring but for further developing Tokyo, which was the political and economic centre of the country and the main source of national civilization. Tokyo remained as the national Capital although its outward structure was destroyed.

The Rescript further stated that a special organ would be established for revival of the Capital. It concluded by calling for a united effort by the Government and people for the relief of sufferers, the suppression of disquieting rumours and the revival of national strength.

SIGNOR MUSSOLINI SPEAKS.

The Passing of the Crises.

Rome, September 12.
In a speech to the Cabinet, Signor Mussolini said the Italo-Greek conflict was on a fair way to a settlement; as the Conference of Ambassadors had substantially adopted the demands in Italy's first ultimatum. Italy's firmness had prevented the intervention of the League of Nations. Corfu would be evacuated when Greece completely performed her duty of fulfilling the demands of the Ambassadors' Note. Public opinion in countries which were at first hostile was changing, thanks to the splendid display of Italian unity.

The Fiume Dispute.

Signor Mussolini referring to Fiume, said the final proposal, which was absolutely fair and conciliatory, made by Italy to Belgrade, had hitherto had no reply, therefore judgment and comment would be premature. There was always the possibility of a direct agreement, with recourse to arbitration, especially if the Belgrade Government failed to estimate the relations between the two Governments from a less narrow local viewpoint.

The Ruhr and Reparations.

Referring to the detente on the questions of reparations and the Ruhr, Signor Mussolini forecasted the beginning of decisive pourparlers in the near future. It must not be thought that a solution was easy or imminent, but the horizon would clear. Passive resistance had no sense of utility and its pursuit would lead deliberately to a catastrophe, therefore the Italian Government had intervened to convince Berlin.

HOME CRICKET MATCHES

Marylebone Versus York-hire

London, September 12.
At the Scarborough festival, the M. C. C. playing against Yorkshire, compiled 358 for 9, and declared. Astill knocked out 102 and A. E. Gilligan 100. York-hire replied with 181 (Sutcliffe 61). Fender taking 6 for 40, and followed on with 322 for 5, and declared. Holmes contributed 60, Sutcliffe 62, and Rhodes 84 not out. Rain fell, and the match was abandoned.

At Blackpool, the England eleven compiled 265 (Sandham 63), and 239 (Bowley 60 and Mead 55). Lancashire scored 252 (Halloway 63, Fawcett 60), and only 83 in the second knock, with the Australian MacDonald, taking 7 for 45.

THE PRINCE OF WALES.

Arrives in Canada as Lord Renfrew.

Quebec, September 12.
H.R.H. the Prince of Wales, travelling as Lord Renfrew, arrived this morning aboard the Empress of France, the officers of which state that the Prince thoroughly enjoyed the voyage. The only welcome of an official character was a call by the Governor General's A.D.C. The Prince proceeds almost immediately to his ranch at Alberta.

ANTI-SOVIET OUTBREAKS REP. RTED.

Riga, September 12.
A big strike has been declared in the Government textile works at Moscow. Anti-Soviet outbreaks are reported from Tauriz, Tula, and other parts of Russia.

THE RUHR PROBLEM.

Germany Ready to Offer Guarantees.

(Reuter's Service.)

Berlin, September 12.
Herr Stresemann, addressing representatives of the German Press, said clearly the solution of the Ruhr trouble could not be achieved solely by a continuance of passive resistance nor by a policy of force. The Government would do a great service if it could shorten the Ruhr dispute, but feelers so far extended showed the difficulties existing. The question of the sovereignty of the Rhineland and regaining the freedom of Ruhr were decisive to Germany, who was ready to give real guarantees therefor.

Replying to M. Poincaré's speech of the 9th inst., Herr Stresemann lengthily contended that the pledges Germany now offered were real and negotiable assets, which went beyond the mortgages provided by the Treaty of Versailles, and that France would come into immediate possession of large sums. Germany must, however, be first given the right to administer the Ruhr and recover her sovereignty in the Rhineland. These pledges were capable of solving the question of passive resistance, provided an assurance was given—that on such an understanding the Ruhr would be evacuated and the Rhineland given the former rights. If they received an assurance that everyone whose home was in the Rhineland and the Ruhr would be restored to his home, there was no reason why the region should not regain its former zest for work. He trusted that such a settlement would be possible. The Government had been assured by leading representatives of industry and finance that they would take their share of the obligations in connection with the proposed scheme. The possibility of the understanding depended on whether suitable atmosphere could be created. He finally hoped that France's rulers would share the view that it was now necessary to secure peace by a policy of justice, which was calculated to dispel national passions and thus give guarantees of a lasting peace.

HOW THE ST. LEGER WAS RUN.

London, September 12.

The St. Leger was run in glorious weather, after slight rain in the morning, before a record crowd. Princess Mary and Viscount Lascelles attended and were ovated.

There was a good start. Tranquil showed the way to Ellangowan, Eastern Monarch, Soldumeno, Old Nic, and Twelve Pointer, with Parth last, for three furlongs. Half way Ellangowan forced the pace, pursued by Tranquil, Twelve Pointer, Teresina, and Papyrus. Entering the straight, Ellangowan led from Parth, Tranquil, Teresina, and Papyrus, but three furlongs from home Ellangowan was beaten by Tranquil out-staying Papyrus, and won easily. Parth came fourth and Doric last. The time was three minutes and five seconds.

[The horses passed the post (see earlier cables) as follows: Tranquil, Papyrus 2, Teresina 3.]

Scapino was ridden by Frank Bullock. Light-horse did not start, otherwise the starters were identical with the probabilities.

WARSHIP COLLIDES WITH LINER.

San Pedro, California, September 12.

The American Battleship Texas, steaming in a dense fog, collided with the Isthmian liner, Steel Seafarer, near the rocks on which seven American destroyers were recently wrecked. The steel seafarer was holed above the waterline, but is proceeding under her own steam to San Francisco.

THINKING IN MILLIONS.

London, September 12.

German marks were quoted at 520,000,000 to the pound sterling, and closed at 450,000,000.

U.S. POLO TEAM'S VICTORY.

New York, September 12.

The United States Army Polo team defeated the British Army, by 10 goals to 7.

(Other Telegrams on Pages 2 and 3.)

THOSE PIRACY REGULATIONS.

Why be a Hero?

We have received the following letter for publication:

Sir, I have not seen the Piracy Regulations, having been somewhat busy at my business of getting my ship repaired after typhoon damage, but I have my own ideas and have heard those of some of my friends engaged in the river trade.

The owners do not want us to fight; that is the way they lose their ships. If I fight and have the misfortune to win, I may get a medal, but most certainly the sack for that same reason, or for the stronger one that the pirates will insist that I am discharged because I am a "fan kwai" and have helped to kill some Chinese.

The latter reason would be quite enough to stop me from getting a job in any Chinese-owned ship. It does not matter much what flag she flies, British, Chinese, Portuguese or Chilian or Panamanian; they are practically all Chinese-owned. If I was fortunate enough to lose I should probably have lost (1) My life, (2) My job, and (3) Everything else.

What should I be fighting for, anyhow? A lot of Chinese passengers, who probably engineered the whole shooting match.

Does the Government ever do any thinking before they say I must fight, or is all their time taken with thinking whether I can sign a bill? I can't if I'm dead anyhow.

The British Bulldog stunt is all right on an election or recruiting platform, but in this case there is nothing in it, always remembering that many of us who see the foolishness of fighting pirates against such abnormal odds, could and did fight Germans, and would do it again.

I don't see the good of being a dead hero, for the Hongkong Government to be proud of; that won't feed those who are dependent on me and I don't expect the Hongkong Government will either.

What they want us to do is what no officer or non-com would attempt against such odds (say 50 to one).

I am an engineer. Who am I going to fight under? The answer is the master, who may be and probably is a real good merchant seaman who knows all about his job as a sailor, but who has no idea of defending his ship against a horde of well-armed men, and who only knows mighty little about the use of firearms.

And the Government say that he has no discretion. There seem to be others tarred with that same brush.

Yours etc.

SHIFTING SPANNER.

Hongkong, September 12th, 1923.

BIG FIRE.

Factory Destroyed at Causeway Bay.

"NEXT TO AH KING'S."

The manufacturing plant of the Chung Wha (China) Electric Bulb Manufacturing Company at Causeway Bay, situated next to Ah King's shipyard, was totally destroyed in a disastrous fire which broke out early this morning.

The call was received at 4.45 at the Central Fire Brigade Station, but it was fairly evident from the progress which the conflagration had made that the outbreak occurred much earlier than this. Sparks and stifling spurs of flame shooting into the air had marked the last stages in the fire by the time the Brigade arrived, with its full equipment of four engines. There was no other course but to make the best of a bad job, and this was rendered none too easy on account of the presence of certain highly inflammable materials in the building.

The plant had an area of 40 feet by 100 feet, with a cockloft built against the end facing the harbour. Under this structure, which was built of wood for the most part, were stored drums and tins containing spirits of wine, also tubes of carbide of calcium.

A series of explosions occurred when the fire reached these materials, and flames of a greenish tint were shooting up from this place when the firemen started on the job. A hydrant in the roadway was quickly connected up and water was played on the flames. The water had the effect of setting the carbide afire when it came into contact with it, and the work of the firefighters was thereby made the more difficult. The fumes emitted by the spirits of wine and carbide were not exactly pleasant to the senses.

Later, hoses were run through Ah King's yard and water from the harbour was turned on the building in two jets. The roof caved in and the work of destruction of the plant was then rendered complete. Persistent work by the Brigade, however, succeeded in saving the Mei Wah Knitting and Dyeing Factory, situated on the other side, from being brought into the disaster. There was considerable damage, however, where the wall came close to the doomed factory. Windows were scorched and smoke and water making their way through the apertures destroyed or damaged stocks in the building.

The Electric Bulb Factory is insured, and the extent of the damage must be enormous.

Engaged in the work were the Superintendent, Mr. Brooks, the Station Master, Mr. Moss, and a force of about forty firemen.

"THE BLUES."

A New Fox-Trot.

The English papers to hand are telling of a new dance from America, "The Blues" by name. On enquiry from a local dancing teacher, we hear it has been in vogue in America for a long while. Months ago the records from America such as "Blue Gypsy Blues," "Wang Wang Blues," etc., and lately "Nothin' But" and "You've Got to see Mamma every Night" proved the popularity of the slow Fox Trot. Conductors here have been approached to play one or two each programme, but they say they are not wanted. In Shanghai, there are at least three "Blue" Fox Tots every night. Now that London is to dance it, perhaps Hongkong will follow. If you play a "Blues" record at thirty-five bars to the minute, and not forty-five as is usual, you will get the so-called new dance. It is more difficult than the usual Fox Trot and unless one has a good sense of rhythm it is better to sit it out. There are few variations, and those quickly learnt by anyone who can fox-trot.

LEGISLATIVE COUNCIL.

To-day's Meeting.

A meeting of the Legislative Council was held this afternoon. H.E. the Governor (Sir Edward Stubbs, K.C.M.G.) presided and there were also present:

Major Gen. Sir John Fowler, K.C.M.G., C.B., D.S.O.
The Hon. Mr. A.G.M. Fletcher, C.M.G., Colonial Secretary.
The Hon. Mr. J. H. Kemp, Attorney-General.
The Hon. Mr. C. McI. Messer, Colonial Treasurer.
The Hon. Mr. H. T. Croasy, Director of Public Works.
The Hon. Mr. E. A. Irving, Director of Education.
The Hon. Mr. E. R. Hallifax, Secretary for Chinese Affairs.
The Hon. Mr. H. E. Pollock, K. C.
The Hon. Mr. P. H. Holyoak.
The Hon. Mr. A. O. Lang.
The Hon. Mr. A. R. Lowe.
The Hon. Mr. R. H. Kotewall.
The Hon. Mr. Chau Siu-ki.
Mr. S. B. B. McElderry, Clerk of Councils.

Mr Lowe and Chics.

Prior to the commencement of the formal business of Council, the Hon. Mr. A.R. Lowe laid on the table signed copies in duplicate of the statement of the grounds of his dissent from the opinion of the majority of one only, at the last meeting, which defeated the motion for the abolition of the clause making the signing of cheques for liquor illegal under certain circumstances.

Financial Votes.

The following votes were referred to the Finance Committee:
\$11,700 on account of Sanitary Department, special expenditure, one wooden refuse lighter.
\$2,500 on account of Botanical and Forestry Department, special expenditure, typhoon damages.
\$25,000 in aid of the vote Public Works, Extraordinary, Hongkong, waterworks, new workshop and plant.
\$3,000 on account of Public Works, Extraordinary, Hongkong, miscellaneous, motor launch for taking soundings and making current observations.
\$10,000 on account of Kowloon-Canton Railway, special expenditure, Bridge No. 14.

Prison Ordinance.

The first reading of a Bill intituled An Ordinance to amend the Prison Ordinance, 1899, was agreed to.

In the course of his remarks on this Ordinance, the Attorney General said it might be found advisable to have some prisoners employed at the new prison at Lai-chi-kok before the wall round the building was completed. Another clause covered the employment, if found advisable, of prisoners on light gardening outside the prison, which would not actually be public work.

Recreation Grounds.

The Council agreed to the first reading of a Bill intituled An Ordinance to amend the Public Places Regulation Ordinance, 1876, and to repeal the Queen's Recreation Ground Ordinance, 1898, and the Recreation Grounds Ordinance, 1909.

Chinese Recreation Ground.

There was read a first time a Bill intituled An Ordinance to provide for the management of the area known as the Chinese Recreation Ground and the expenditure of the revenue derived therefrom, and to repeal the Recreation Grounds (Amendment) Ordinance, 1914, and the Recreation Grounds Amendment Ordinance, 1922.

The Nursing Home.

The second reading of the Bill intituled An Ordinance to provide for the incorporation of the Trustees of the War Memorial Nursing Home was agreed to.

Japan's Thanks.

Before the conclusion of the business of the meeting, H.E. the Governor read a communication from the Japanese Consul General in Hongkong, conveying the deep gratitude of himself and his local compatriots, and of the Government of Japan, for the message of sympathy and vote of money passed at the last meeting of Council in connection with the earthquake disaster in Japan.

WATER POLO.

Last Night's Matches.

Two good matches were played off yesterday at the V.R.C. in connection with the Water Polo League.

R.A.M.C. v. R.G.A. "B"

In the first match R.A.M.C. met and defeated R.G.A. "B" by two goals to nil. The game was strongly contested and the defence of both sides showed up very well. R.A.M.C. managed to score one in each half through Miles and Baigent.

V.R.C. "B" v. King's "B"

The V.R.C. "B" obtained their second win by defeating King's "B" in the second match yesterday. They scored first through May, about two minutes after the start, but another two minutes later King's equalised. At the end of the first half, the score was one all.

In the second half May again scored for V.R.C. "B". There was no further scoring after this and the game ended V.R.C. "B" 2, King's "B" 1. On the whole the game was very good. It was marked by clean play throughout. The defence of both sides did splendid work.

A SLOW DELIVERY.

The *Malay Mail* of August 28th states:—A local gentleman yesterday morning received an invitation to the Chief Secretary's "At Home"—held on the 17th. inst. It was posted on the 7th, and the recipient's office is so near the Post Office that the latter travelled at the rate of a yard a day! He suggests that the postal authorities should not work at this breakneck speed or someone will want a holiday to recover from nervous strain.

TODAY.

Closing Exchange 2s. 3/7.16d.
Barometer 2 p.m. 29.71
Temperature 2 p.m. 88
Humidity 2 p.m. 62
High Tide 11.12 p.m. Low
Water 5.8 p.m.
Lighting Up-Time 6.29 p.m.

News in To-Day's New Advertisements.

C. E. Warren & Co., Ltd., have all kinds of builders' requisites in stock.—Page 4.
Tina Gerald and Tom Fenwick will appear at the Star Theatre on Saturday the 15th. inst.—Page 4.
Consignees are notified of the arrival of the s.s. "Elpenor"—Page 12.
The draw for the yacht "Collen" will take place on the 14th. inst.—Page 4.
Lane, Crawford & Co. give a list of table glassware on Page 6.
Consignees are also notified of the arrival of the s.s. "Cordillero"—Page 4.

LISTEN.

Advertising is a business economy which adds actual value to other products—when done economically.

Booth Tarkington's story "The Flirt" is being screened at the World Theatre.—Pages 4 and 12.
A notice of interest to shareholders in the Douglas Steamship Company Ltd., is published on Page 4.
The super-film entitled "Foolish Wives" is being screened at the Coronet Theatre.—Page 12.
At the Star Theatre, "The Son of Wallingford" is the chief attraction.—Page 4 and 12.
Particulars of important auction sales are given on Page 4.
Board Residence is advertised at Kowloon.—Page 4.

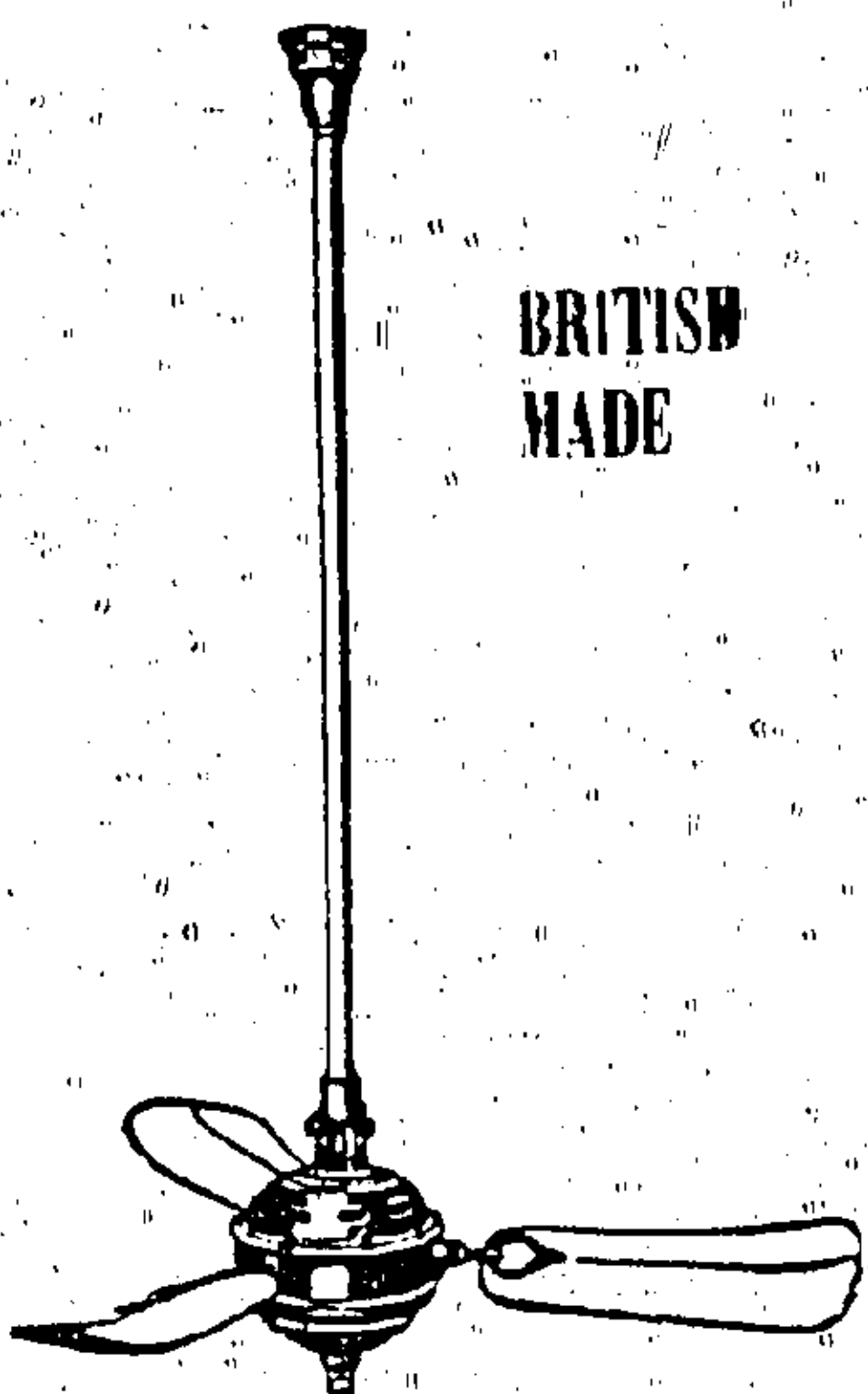
A MUSICAL TREAT

IN YOUR OWN HOME
WITH COLUMBIA NEW PROCESS RECORDS

- L.1033 Shepherd Fennel's Dance — Sir H. J. Wood's Orch.
Traume — Sir H. J. Wood's Orch.
- 7268 In The Chimney Corner — Clara Butt
- D.1391 Menuet — Squire Cello
Peasant Dance — Squire Cello
- L.1456 13th Hungarian Rhapsody — Busoni Piano
Parts 1-3
- L.1461 Tambourin Chinois — Bratza Violin
Pisen Lasky — Bratza Violin
- D.5522 Traviata — Ah! Fors'E Lui — Finzi-Magnum
Traviata-Sempre Libera — Soprano
- 163 Peer Gynt Suite-Morning — Scots Guards Band
Peer Gynt Suite — Death of Ase.

ETC. — AT

ANDERSON'S

KINGSWAY
CEILING FANSBRITISH
MADETHE THREE CURVED BLADES GIVE MAXIMUM
DISTRIBUTION OF AIR COMBINED WITH ABSOLUTE
SILENCE.

COMPETITIVE PRICE

STOCKS HELD SUITABLE FOR USE IN
HONGKONG & KOWLOON.

THE
GENERAL ELECTRIC CO.
OF CHINA LTD.
QUEEN'S BUILDINGS.
TELEPHONE CENTRAL 518.

HALL'S DISTEMPER

The KING of Water Paints

Its Sanitary, washable, and high disinfecting qualities
make it the ideal wall covering for your home or office.
Handled by all Contractors and Painters.
Write for our Brochure on "How to decorate your
Home" to

WILLIAM C. JACK & CO., LTD.

Sole Agents
HONGKONG & SOUTH CHINA.

BATHING CAPS THAT LAST

We have received a shipment of the latest and best
production in Bathing Caps—and are offering same
at very moderate prices.

THE COLONIAL DISPENSARY

14, Queen's Road, Central.

Tel. Central No. 1877.

Tel. Central No. 1877.

Tel. 654 HOP CHEONG

55, Queen's
Road, Central.

COMPLETE HOUSE FURNISHERS

DEALERS IN

SWATOW DRAWN AND LACE WORK

EMBROIDERIES, OLD MANDARIN COATS,

SILK, ETC., ETC.

LARGE CONSIGNMENT JUST UNPACKED.
INSPECTION CORDIALLY INVITED.

Tone Amplifier



The Ultona

BROADCASTING in HONGKONG

ON Wednesday, the 5th. inst. the possibilities
of Broadcasting were fully demonstrated
in the offices of "The Hongkong Telegraph."

Several gramophone pieces were transmitted
with wonderful clarity, which proved that the
gramophone and records were as perfect in every
respect as is humanly possible, because, in broad-
casting, the faults in a machine or record are
magnified many times.

Not only then did the experiment satisfy
those present that Broadcasting can be as success-
ful in Hongkong as in any other part of the
world—it also gave eloquent testimony to the
excellence and perfection of—

Brunswick
PHONOGRAPHS AND RECORDS

DEMONSTRATIONS DAILY
17, 108 HOUSE ST.

EARLIER TELEGRAMS.

ITALO-GREEK DISPUTE.

Geneva, Sept. 12.
In the meeting of the Assembly Baron Ishii was received with cheers
when he intimated that the Italo-Greek dispute was in a fair way
of solution. He said it was advisable for the present to refrain
from discussion in order not to hamper the council in its further
negotiations. Louden for the Netherlands alone spoke hoping that
the council would submit a statement on the subject before the
sittings of the Assembly terminated.

FRANCO-GERMAN CONTACT ESTABLISHED.

Paris, Sept. 12.
In order to prevent misunderstanding regarding the nature of
the present Franco-German relations, it is authoritatively emphasized
that there have been no negotiations between the two Governments
through the French Embassy in Berlin, since the French Govern-
ment refuses to negotiate until the passive resistance is called off,
but there have been interviews between M. De Margerie and Herr
Stresemann constituting the establishment of contact. It is not
anticipated that the German Government will appoint an Ambassador
to Paris until negotiations can be opened.

THE RUBBER MARKET.

London, Sept. 12.
The fall in the price of raw rubber to 15½ pence a pound is
attributed by the Time to the increase of stocks in London to 49,801
tons compared with 47,500 a fortnight ago, as a result of the delivery
of rubber, which was held up by the dock strike.

EASTERN TELEGRAPH COMPANY.

London, Sept. 12.
The Eastern Telegraph Co.'s dividend is at the rate of 3½ per
cent, less tax, on preference stock for the quarter ending 30th
September. The second quarterly interim dividend is at the rate
of 2½ per cent on ordinary stock, tax free.

BRITISH TRADE.

London, Sept. 12.
The Board of Trade returns of imports in August show a total
of £88,743,000, while British exports totalled £69,103,000, increases
of £11,524,000 and £599,000 compared with July.

ST. LEGER RESULT.

London, Sept. 12.
Tranquill won the St Leger, with Papyrus second and Teresina
third. Thirteen ran.
The time was two minutes, one and a half seconds.
The betting was as follows: Tranquill 100 to 9; Papyrus 15 to 8,
and Teresina 100 to 7.

THE TROOPING SEASON.

Malta, Sept. 12.
The Second Royal Sussex Regt. sail to-morrow for Singapore
aboard the transport Derogshire.

OUR POOR OLYMPIC
RECORD.

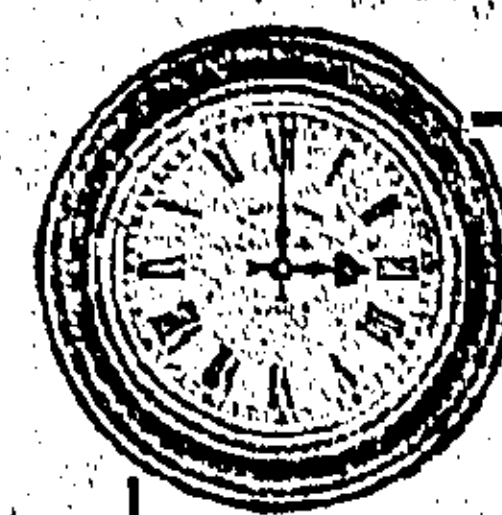
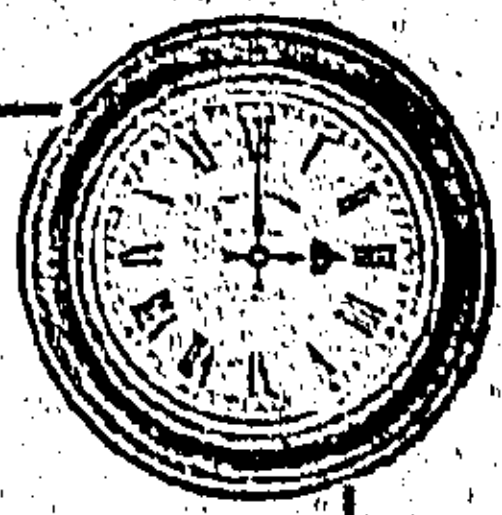
As Mr. Winston Churchill said
at the Mansion House the other
day, Englishmen cannot look
back with entire satisfaction on
our national record in past
Olympic Games. Since their
revival in 1896 they have been
held six times, and out of the
sixty-five principal events Great
Britain has won only eight, as
compared with forty-seven won
by America. Mr. Churchill's
speech was delivered at a meeting
in support of the British Olympic
Association's appeal for funds to
provide proper training and
equipment for the British re-
presentative athletes selected to
compete in Paris next year.
Mr. J. O'Grady, M.P., said he
was certain that with their pen-
working man would subscribe to
the fund no less readily than
others with larger sums, and Sir
Charles Wakefield added that in
his recent visit to America he
had been immensely struck by
America's enthusiasm for phy-
sical training and athletics. Am-
erica's successes in athletics of
late had been due not to any
magical spell, but to sheer hard
work and determination. We
needed to be bolder and more
generous in our preparatory
selection and training.

YOUR GLASSES SHOULD
GIVE REST

and comfort to your eyes. If they
do and if the mountings are pro-
perly adjusted, they are All
Right. Do not be satisfied unless
they are. There is no comfort in
spectacles that are merely "good
enough." They are either Right
or All Wrong. If your glasses
are in need of changes, adjust-
ments or repairs, send them to the
Hongkong Optical Co., successors
to Clark & Co., refracting and
manufacturing opticians. (The
originators of manufacturing
Toric lenses in the colony) located
at 53, Queen's Road Central. They
have the equipment to adjust
your glasses to perfection.

THE VICTROLA

Is superior.
We can convince by demonstration.
Sole Agents.

SYNCHRONOME
ELECTRIC CLOCKS.

THE
"SYNCHRONOME"
System of Electrical
Impulse Clocks

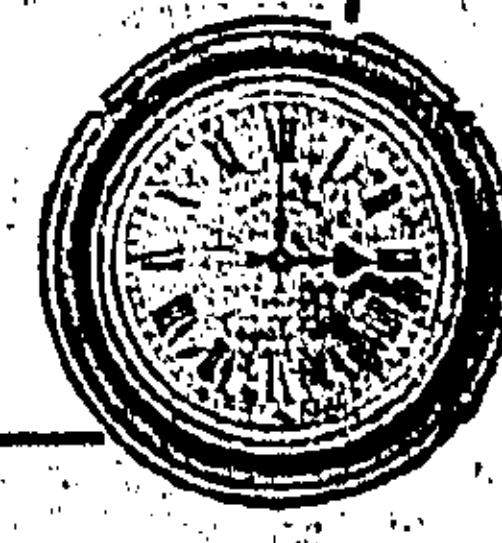
consists of
An Electrically-Driven Pendulum
which operates any number of Dials.
The Pendulum is combined with
a simple switch so that both the
time-keeping and switching functions
are performed automatically and
in an ideally perfect manner.

Each dial has only a "one-wheel"
movement behind it, yet this simple
mechanism secures uniform and ac-
curate time-keeping without winding
up or any other attention.
They are correct to within half
a minute in six months.
Let us quote you for
complete installation.

SHEWAN TOMES & CO.

Sole Agents.

Tel. 781.



"OF COURSE
IT'S AS GOOD
AS NEW!"

My wardrobe was getting to look so worn, I
just had to do something to brighten it up.
And that means, of course, that I took it to the
Premier Cleaners, who can always be relied
upon to put new freshness and charm into
clothes that look tired. Needless to say, I was
delighted with their excellent work and reason-
able prices.

STEAM LAUNDRY CO.

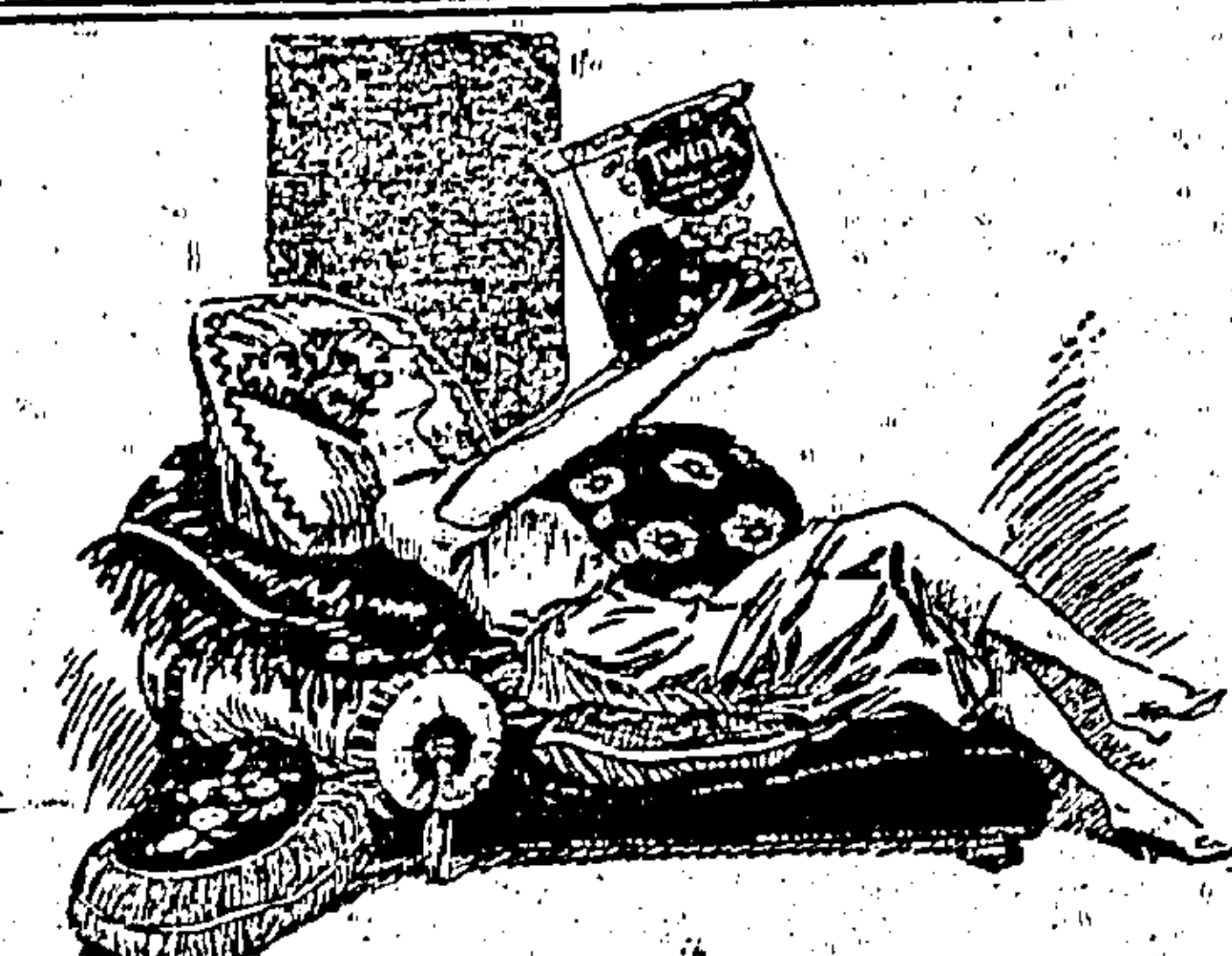
HEAD OFFICE & WORKS, YAUMATI, Tel. K. 32
HONGKONG DEPOT, 16, Stanley Street, Tel. C. 1279

E. HING & CO.

SHIPBUILDING MATERIALS, SHIPOHANDLERS AND
HARDWARE MERCHANTS.

25, WING WOO ST.

PHONE CENTRAL NO. 1110. CENTRAL.



Lady Di says Twink adds the
joy of Colour to the
Comfort of the Cushions.

TWINK is splendid for dyeing all the coverings
and hangings that make home cheerful and
beautiful. Cushion covers may be made as varied
and pleasing as the cushions are comfortable.
curtains, tablecloths, sofa and chair covers can all
be re-dyed in charming new colours. Twink is
a real home economy; it keeps materials fresh and
bright to the end. Follow the directions carefully.

OBTAINABLE AT ALL STORES
AND CHEMISTSCLEAN AND DYE AT THE SAME TIME.
MADE IN ENGLAND BY TWINK BRAND.

Twink
MADE BY THE
MAKERS OF LUX
AGENTS:

The China Soap Co., Ltd.,
Shanghai-Hongkong-Tientsin
Hankow-Tientsin-Moukden



NEW ADVERTISEMENTS.

WANTED.

WANTED:—Commodore for will established European Import & Export house. Reasonable securities in Tilos or property requested. Send offer and particulars to Box No. 992 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—BOARD RESIDENCE, 2 & 3 Victoria Gardens, Hankow Road, Kowloon, next Kowloon Hotel, double and single rooms. One minute ferry. Terms from \$4.00 per day. Tel. K.357, Mrs. Stewart Ogilvie, Proprietress.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE Ordinary General Meeting of the above Company will be held at the Company's Office, 20, Des Vaux Road Central on Tuesday the 2nd of October, 1923 at 11 a.m.

The Transfer Books of the Company will be closed from the 22nd of September to 2nd of October both days inclusive.

DOUGLAS LAMBERT & CO. General Managers.

Hongkong 13th Sept., 1923.

NOTICE TO CONSIGNEES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

S. S. "CORBILIERE"

Consignees of Cargo from Marseilles &c. also cargo ex S.S. "LEUTENANT DELA TOUR" from Cognac.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being loaded and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after loading.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 18th instant at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 22nd instant or they will not be recognized. All damaged packages will be examined on Tuesday the 18th instant at 10 a.m. by Messrs. Hoddard & Douglas.

No Fire Insurance has been effected.

R. RODEFUSER, Acting.

Hongkong 12th September 1923.

DO NOT MISS—

ROCHA'S POPULAR AUCTION SALES

Every Tuesday Thursday & Saturday At 2.30 p.m.

Specialist in the Valuation of Household and Office Furniture

DA ROCHA'S MART

2 A, D'Aguilar St. Phone 2023

DO YOU SEE SHADOWS?



AMERICAN SODA FOUNTAIN IS THE MOST UP-TO-DATE IN S. CHINA. ALL INGREDIENTS ARE GUARANTEED AND ARE MIXED BY HYGIENIC MACHINERY.

ON LOK YUEN

OPPOSITE DRAGON GARAGE

THE SANDAKAN LIGHT AND POWER CO. (1922) LTD.

THE first Ordinary General Meeting of Shareholders will be held at the offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on Tuesday, the 18th Sept., 1923, at 11 o'clock in the forenoon, for the purpose of receiving and Statement of Accounts and the Report of the General Managers for the year ended 30th April, 1923, and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from the 15th September, 1923, both days inclusive.

SAEWAN TOMES & CO. General Managers.

THE HONGKONG HIDE & LEATHER CO., LTD.

NOTICE is hereby given that an Extraordinary General Meeting of the Hongkong Hide & Leather Company Ltd., will be held at the Registered Office of the Company Nos. 67/69 Des Vaux Road Central on Thursday on 20th day of September 1923, at 12.15 o'clock in the noon for the purpose of considering, and, if thought fit, passing an extraordinary resolution, that it is to say:

That it has been proved to the satisfaction of this meeting that the Company cannot by reason of its liabilities continue its business, and that it is advisable to wind up the same and accordingly that the Company be wound up voluntarily.

And that Sydney Hampden Ross of 5 Queen's Road Central Hongkong Chartered Accountant be and he is hereby appointed liquidator for the purpose of such winding up.

Dated the 12th day of Sept. 1923.

By Order of the Board, E. PEPPERELL, Secretary.

HONGKONG CLUB.

NOTICE: The Third Yearly Drawing of Twenty Debentures of the Hongkong Club (1920 issue \$500 each) was held in the Club House on Saturday, the 8th September, 1923, when the following Debentures were drawn for redemptions:

14	215	313	536
144	218	408	563
170	238	454	583
194	282	483	756
198	288	491	853

and will be payable at the Hongkong and Shanghai Banking Corporation on Saturday, the 29th September, 1923, in exchange for Surrender of same.

By order, A. H. ABBAS, Secretary.

Hongkong, 8th September, 1923.

NOTICES TO THE PUBLIC.

M. F. "Cyclops" from U.K. arrived 8.11.16, 1/13.13 casks Silicate of Soda.

It is hereby notified that the above consignment, if unclaimed and storage charges incurred thereon unpaid by 22nd Sept. 1923, will be sold to defray such storage charges.

BUTTERFIELD & SWIRE (John Swire & Sons Ltd.) Agents' Hott's Wharf.

Other Advertisements Continued on page 12.

THE STAR

SATURDAY, SEPTEMBER 15th at 9.15 p.m.

LINA & TOM GERALD & FENWICK

A Repertoire of original one Act Plays.

"Only Amateurs"

A Comedy by Harold Montague.

"Stiffy Wins"

A Farical Comedy of the Jurf. by Vincent Ismond.

"The Intruder"

A Mystery by Tom Fenwick.

"Unwilling Wilfred"

A Comedy of Lovers by Tom Fenwick

Prices: \$3, \$2 & \$1. Booking at Moutrie's



"I HATE YOU! I HATE YOU!"

"What have you ever done for me?"

Raised me like a pauper in this rotten old house denied me everything and now you won't do the thing that might make me happy

I HATE YOU!

This was his daughter's name. And he loved her so much and this was reward for his bitter harvest!

A Scene That You'll Remember Forever!

BOOTH TARKINGTON'S MASTERPIECE

The FLIRT

To-day WORLD To-day 5 p.m. & 9.15 p.m.

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

AN INTERIM DIVIDEND of Fifty cents (50 cents) per share has been declared for the half year ending 30th June, 1923.

Such Interim Dividend will be payable on and after TUESDAY the 18th September at the offices of the Company, where shareholders are requested to apply for Warrants.

The REGISTER of SHARES of the Company will be closed from the 7th September 1923 until the 18th September, 1923 (both days inclusive), during which period no transfer of shares can be registered.

By order of the Board of Directors,

SAEWAN TOMES & CO. General Managers.

Hongkong, 29th August 1923

ROYAL HONGKONG YACHT CLUB.

NOTICE.

THE draw for the yacht "Colleen" will take place on FRIDAY 14th inst. at 6 p.m., in the Red Room of the Hongkong Club.

RADIO—MAGNAVOX Loud Speakers and Amplifiers, Batteries, Insulators, Crystals, Aerial Wires, and all other parts.

DE SOUSA & CO., LTD., St. George's Bldg, 2nd Floor. Tel. No. Central 1264.

THE NEW FRENCH REMEDY. THERAPION NO. 1 THERAPION NO. 2 THERAPION NO. 3

FORTHCOMING AUCTION SALES

G. R.

NOTICE

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 17th day of September, 1923, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of five Lots of Crown Land at Pokfulam in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Lot	Registry No.	Locality	Boundary Measurements	Area in Sq. Yds.	Approx. Area in Acres	Annual Rental	Capital Price
1	Rural Building Lot No. 230	At the corner of the Victoria Road and the Victoria Road	11 ft. by 11 ft.	121	0.0028	14,350	46,119
2	Rural Building Lot No. 231	At the corner of the Victoria Road and the Victoria Road	11 ft. by 11 ft.	121	0.0028	17,170	49,413
3	Rural Building Lot No. 232	At the corner of the Victoria Road and the Victoria Road	11 ft. by 11 ft.	121	0.0028	25,340	71,115
4	Rural Building Lot No. 233	At the corner of the Victoria Road and the Victoria Road	11 ft. by 11 ft.	121	0.0028	16,150	45,302
5	Rural Building Lot No. 234	At the corner of the Victoria Road and the Victoria Road	11 ft. by 11 ft.	121	0.0028	24,870	68,245

PARTICULARS & CONDITION OF SALE

of the STEAMSHIP "CHEKIANG" as she now lies at Stone Cutters Island to be sold by Order of the Mortgagee by

PUBLIC AUCTION on FRIDAY the 21st day of September, 1923 at 3 o'clock p.m.

IN ONE LOT by Messrs. Lammert Bros. Auctioneers

at their Auction Rooms in Duddell Street.

The Ship is of 985.2 tons gross and 535.4 net tonnage. Her length is 190 feet or thereabouts. Beam, 33 feet or thereabouts. draft 18 feet 9 inches or thereabouts and horsepower 252.

For orders to view, apply to Messrs. Lammert Bros., the Auctioneers.

For further particulars apply to Messrs. Johnson, Stokes & Master, Prince's Buildings or to Messrs. Lammert Bros., the Auctioneers, Duddell Street.

P. & O. S. S. CO.

STEAMERS FOR Straits, Colombo, Australia, Bombay, Egypt, Mediterranean Ports and London.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South African Ports.

THE Steamer "SICILIA", Capt. E.C. Miller, R.N.R., carrying His Majesty's Mails will be despatched from this port on or about TUESDAY, 18th Sept., 1923 at NOON, taking Passengers and cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 5 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 12th Sept., 1923.

LAMMERT BROS. HUGHES & HOUGH

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on Tuesday the 18th September 1923 commencing at 11 a.m.

A Large Quantity of Valuable Household Furniture

comprising:—Dressing room suite (Chesterfield couch and chairs, teak tapestry chairs, teak round and card tables, teak screens, beautiful Japanese carved and lacquered curio cabinet, Japanese lacquered screen, large Chinese porcelain vases, brass electroliers, brass ornaments, out glass punch barrel, out glass decanters and glasses, blue and white Chinese dinner set, white dessert set, oil paintings, large carpets, pile rugs, curtains, cushions, Chinese Curios, wall plates, etc., etc.

Bedsteads, teak wardrobes with bevelled mirrors, teak dressing tables, with bevelled mirror, marble top wash stands, toilet sets, tables, chairs, etc., etc.

New counterpanes, linen sheets, pillow cases, hand & face towels.

A large quantity of blackwood ware.

One Baby Grand piano by John Broadwood & Sons.

also One full size Billiard table by Hennig Bros., London with "Eureka" improved cushion by Burroughes & Watts, London (cloth recently changed by Lane Crawford, Ltd.)

Large Quantities of palms, ferns, plants and porcelain flower stands.

Catalogues will be issued, On View from Monday the 17th September 1923.

Terms:—Cash on Delivery.

LAMMERT BROS. Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Thurs., the 20th. Sept., 1923, commencing at 2.45 p.m.

at "Craig Rynie" No. 13 The Peak

A Large Quantity of Valuable Household Furniture.

comprising:—Hatstands, bath chairs, Chesterfield couch and chairs (by Lane Crawford, Ltd.), teak & tapestry arm chairs with covers, curio cabinet, large round dining table, teak side board, dining chairs, dinner waggons, pictures, ornaments, carpets, curtains, etc., etc.

Teak and iron double & single bedstead, teak single and double wardrobes with the glass doors, dressing table, marble top wash stand, chest of drawers, teak folding table, teak screen, double and single toilet sets, Shanghai bath, filter, ice chest, cooking stove, aluminium and iron cooking utensils, etc., etc.

Several pieces of blackwood ware.

A large quantity of palms, ferns and plants.

On View from Wednesday the 19th September 1923.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS. Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 14th. Sept., 1923, at 3 p.m.

at Godown No. 48, the premises of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon

(for account of the concerned) About 900 Bags Siam Rice (more or less damaged)

Terms:—Cash on Delivery.

LAMMERT BROS. Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 14th. Sept., 1923, commencing at 11 a.m.

at their Sales Room, Duddell Street.

A Valuable Collection of Postage Stamps.

Catalogues will be issued. On View from Thursday the 13th September 1923.

Terms:—Cash on Delivery.

LAMMERT BROS. Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Saturday the 15th. Sept., 1923, at 12 o'clock, NOON

at their Sales Room, Duddell Street.

A Quantity of High Class Havana, Manila & Dutch Cigars (Well known Brands).

Terms:—Cash on Delivery.

LAMMERT BROS. Auctioneers.

GENERAL AUCTIONEERS AND BROKERS.

The Undersigned have received instructions to sell by Public Auction, on SATURDAY, the 15th September, 1923, at 10.30 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,

A Quantity of Books, including some valuable ones for study of Chinese language and on China generally; and miscellaneous.

Also General Household Sundries, including a few lots of Carved Blackwood Furniture.

Hongkong, 11th Sept., 1923.

on TUESDAY, the 18th September, 1923, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,

One Piano by O. H. Hoof (Berlin), Hongkong, 11th Sept., 1923.

on TUESDAY, the 18th September, 1923, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

Valuable Teakwood and Blackwood Furniture, and Household Sundries, &c., &c.

Comprising:—Dining Suites, Chesterfield Sofas, Arm-chairs (new), Tea Tables, Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables and Chairs, Washstands, &c., Sideboards, Dinner Waggons, Crockery and Glass Ware, Cutlery, Carpets and Rugs, Staircase Carpets, Electro-plated Ware, Electric Reading Lamps, Teakwood Screens, Blackwood Teapots, Marble-top Flower Stands, Side tables and Cabinets and a few lots of Hand-bags and Suit Cases.

(Full Particulars from Catalogue).

on TUESDAY, the 18th Sept., 1923, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

One Sonora Gramophone, And One unopened tin of Station Seeds, in great assortment just arrived from England.

Terms:—Cash on delivery.

HUGHES & HOUGH, Auctioneers.

LAMMERT BROS.

PUBLIC AUCTION.

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LAMMERT BROS. Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Saturday the 15th. Sept., 1923, at 12 o'clock, NOON

at their Sales Room, Duddell Street.

A Quantity of High Class Havana, Manila & Dutch Cigars (Well known Brands).

Terms:—Cash on Delivery.

LAMMERT BROS. Auctioneers.

You will arise refreshed, full of vigour and energy, if you make it a habit of taking

WATSON'S

Effervescent LIVER SALT.

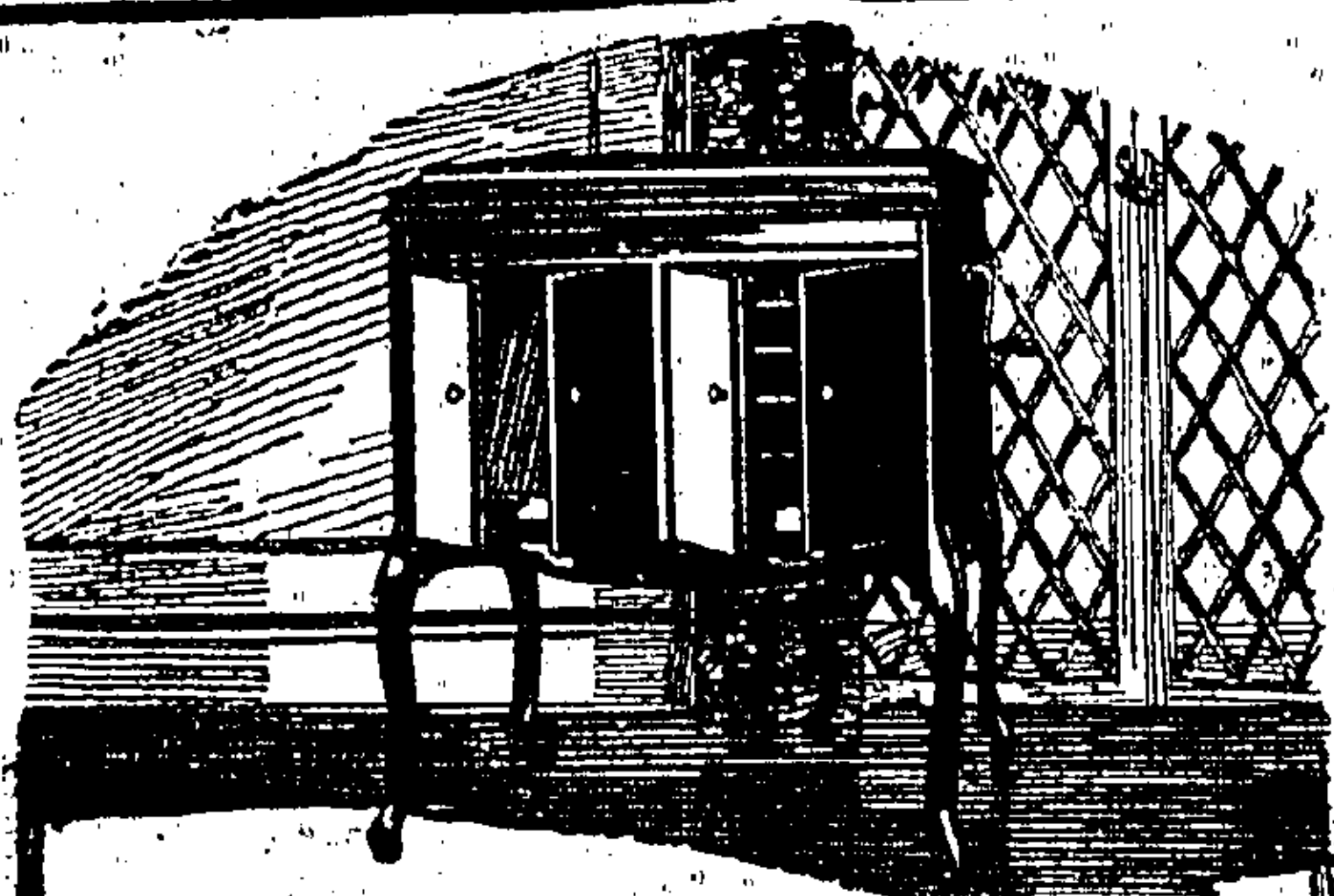
It acts gently on the liver, kidneys and bowels, and eliminates from the system all impurities. It relieves the congested condition arising from sedentary occupations, overwork, errors of diet, etc., etc.

Price \$1.25 per bottle

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841



Come in and hear it play your favorite music

This is the Victrola No. 210, one of the new Victrola models. A graceful instrument with exclusive refinements resulting from more than twenty-five years devoted to developing the talking machine art. It is moderately priced, and is yours on particularly attractive payment terms. Let us demonstrate it today. We are open evenings.

S. MOUTRIE & Co., Ltd.

Exclusive Agents, Chater Road.

BELGIAN TABLE GLASSWARE

PLAIN DEMI-CRYSTAL

	PRICE PER DOZ.
LIQUEUR GLASSES	\$ 4.50
SHERRY GLASSES	\$ 4.50
PORT GLASSES	\$ 4.50
CLARET GLASSES	\$ 6.00
CHAMPAGNE GOBLET	\$ 8.50
WINE GLASSES (GREEN)	\$12.50
COCKTAIL TUMBLERS	\$ 2.50
HALF PINT TUMBLERS	\$ 3.00
ONE PINT TUMBLERS	\$ 6.00
CHAMPAGNE TUMBLERS	\$ 2.75
FINGER BOWLS	\$12.00
CUSTARD CUPS	\$12.00
DECANTERS WHISKEY	EACH
CLARET	\$ 6.00
LIQUEUR	PER DOZ.
SALT CELLARS	\$ 6.00

This glass is of good appearance, and quite suitable for Clubs and Messes.

We have also a wide range of better quality glass for private use or presentation.

SPECIAL TERMS TO CLUBS & HOTELS

LANE, CRAWFORD, LTD.

WINGARNIS

Getting Stronger Day by Day Every wineglassful of Wingarnis brings increased strength and vitality to those who are Weak, Anemic, Nervous or Run-down.

An outstanding feature of Wingarnis is its extraordinary power in rebuilding exhausted vitality, and in promoting new strength, new vigour, new rich, red blood, and new nerve force. And the reason Wingarnis does this is because it is a Tonic, and a Restorative, and a Blood maker, and a Nerve Food—all combined in one rich, delicious, health-giving preparation. That is why over 10,000 Doctors have recommended Wingarnis. And it is also the reason why countless thousands of Weak, Anemic, Nervous and Run-down Men and Women have obtained renewed health, enriched blood, invigorated nerves, and a fund of new vitality from Wingarnis. And what Wingarnis has done for others it will surely do for you.



The Telegraph

HONGKONG, 13th Sept., 1923.

IS THIS TRUE?

According to Canton newspapers, Mr. T. T. Ching, former managing director of the Provincial Bank of Kwangtung and Commissioner of Finance, has been sentenced to death by court martial for alleged embezzlement of a large sum of money, and officials are now consulting with Mr. Sun Yat-sen regarding the procedure to be adopted for the carrying out of the sentence. This news again directs attention to a case which would appear to call for considerable explanation. From what we can hear, Mr. Ching is still incarcerated and is said to be in chains. That, we suppose, is only natural considering that he is reported to be under sentence of death, although capital punishment for embezzlement, even if proved, is hardly in accordance with modern ideas of justice.

We have been informed that Mr. Ching was arrested at the instigation of the "Young" Sun Party, the charge being that he had made away with some six million dollars belonging to the Provincial Bank. If current reports are true, however, he has actually embezzled no money at all. We are informed that during his term of office, Mr. Ching was asked by Dr. Sun to finance the latter's ill-fated Northern Expedition which, it will be remembered, got no further than Kweiilin, and that the six million dollars referred to was the amount which was paid over to Dr. Sun, part before he left for Kweiilin and the balance when he took refuge on the cruiser Wingfung. We are further told that when Mr. Ching was first imprisoned, the "Young" Sun Party asked for a sum of a lakh of dollars as the price of his release, that this was paid over and that they then demanded a further two lakhs. It is further stated that this latter sum was arranged for in Hongkong and handed over to General Ngai Bong-ping, but even this amount would not suffice, for the "Young" Sun Party is then stated to have asked for a total of five lakhs, in consequence of which General Ngai is stated to have returned the two lakhs to Mr. Ching's relative. There, so we are informed, the position remains, excepting that, according to newspaper reports, Mr. Ching is said to have been sentenced to death. So far as the alleged payments to Dr. Sun are concerned, it is stated that Mr. Ching still holds the former's personal receipts for these.

In the interests of justice, it would be well if the Canton authorities took notice of the statements contained in the foregoing. We should like to know whether there is any truth in these allegations and also in a further story that Mr. Ching was recently visited in his cell by prominent members of the Canton Government and a demand made for a million dollars, as they had heard that he had more than this amount invested in Hongkong shares. There would certainly appear a need for the throwing of further light on this case of Mr. Ching, and in particular we should like to know whether he had a fair trial and on what evidence the charge of embezzlement was proved.

On the Weather.

"Let's talk about the weather." That old gag, which crops up when conversation on other topics slackens, comes to mind to-day when we contemplate the really fine weather that Hongkong is experiencing. Last month it was an accepted fact that typhoons could be expected to make regular week-end visits, with the accompanying rain. We went for more than a week without being once dry-shod. We had a "record" typhoon, a "record" August rainfall, and serious floods. In a way, we had enough of the vagaries of climate to last us for the rest of the year. We write this after more than a week of ideal weather conditions, with a dry atmosphere (so that the green fur on our leather footwear has disappeared), cloudless sky, and tempered heat. In fact, those residents who have risen at sunrise these last few days have enjoyed what seemed almost a "nip" in the air, giving promise of the cooler days to come. After some of the mornings we have experienced this summer, it is easy to become almost enthusiastic over a temperature of 75 degrees. And last, but by no means least, the typhoons seem to be fighting shy of Hongkong, giving us a very wide berth.

Changes in Climate.

Old residents inform us that this year has not had the "real" Hongkong summer—whatever that is—and with the exception of a few days in May and the first week of September, the heat has not come up to expectations. All we can say is: Thank goodness for that! It is suggested that the climate here is changing, in common with the rest of the world. It was recently declared by Chinese observers that the winters in North China are growing milder and the summers hotter, while in the South (including Hongkong) the summers are getting cooler and the winters more severe. And they put the "blame" of course they are Northerners—on the Panama Canal. So far as we are concerned, we hope there is something in this contention. In Europe, it is anticipated that the period following the glacial epoch has reached its limits. This seems to be the case, with the eastern portion of Britain experiencing a tropical summer, and France suffering temperatures well over 100 degrees Fahrenheit. Scientists predict that the days of really cold and dry winters in Britain are about to return; and many people will not be sorry. We recollect our grandparents' stories of the olden-day winters, and how they witnessed the roasting of an ox on the frozen Severn; and we possess photographs of the garden, taken some forty to fifty years ago, showing the rose bushes covered with a heavy fall of snow in late June. However, we fancy that, if these learned men be correct, the dwellers in temperate regions will not welcome the possibility of a return of the glacial period, however gradual; and those who dwell in the tropical regions of the earth will probably all have died premature deaths long before the cooling process has extended sufficiently to be of any benefit to them. So let us accept whatever Providence provides, and not talk about it again until next time.

"LOONG SANG" DISASTER.

Captain Jowett's Story.

TO-DAY'S ENQUIRY.

The enquiry into the foundering of the Indo-China Steam Navigation Company's Loong Sang, during the big typhoon, commenced at the Harbour Office this morning. The Court was composed of Comdr. Backwith (President), Lieut. Comdr. R. Ramsbottom, H.M.S. Diomedes, Captain A. J. Halley, master of the Empress of Canada; Captain R. N. Hodgson, master of the Rheenor; and Captain G. H. Pennefather, master of the Kalgan.

Mr. E. Davidson appeared on behalf of the Indo-China S. N. Co.; Mr. G. K. Hall Brutton represented the China Coast Officers' Guild, the Marine Engineers' Guild of China, the crew, and the relatives of the deceased. Captain Jowett, master of the Loong Sang, was legally represented by Mr. D. J. Lewis.

The Facts Outlined.

Mr. Davidson, outlining the facts, said the Loong Sang, which was 1,092 registered tons, was surveyed in 1922 for passenger traffic. Her certificate expired on July 6th, 1923. She arrived in Hongkong about a week after that date and was, therefore, due for a new survey for the purpose of renewing the certificate. Her engines were dismantled and on July 18th she went into dock to get her hull surveyed. As a result of these surveys, it was found that certain repairs would be necessary. These were to be done in No. 3 dock, but on Aug. 10th this dock was required for the Patria, which needed slight repairs. There was, therefore, nothing to be done but to tow the Loong Sang out.

On the morning of the 17th, when the Loong Sang was towed out, the red signal was hoisted about 11.30. She was made fast outside for a time, but when the black signal went up about 4.30 arrangements were made to take her to Kowloon Bay. Captain Jowett would tell them that in his opinion she was "moored" in a safe and satisfactory manner under the circumstances, and said Captain Groundwater would say the same. Early the next morning the first officer saw that the boats and ports were secured and everything done to make the ship safe. The ship held her position until about 9.30, when the wind was blowing with hurricane force. It was thought that she then commenced to drag, but it was difficult for those on board to see what was happening owing to the force of the wind and the thickness of the weather. A little before 10 o'clock, she drifted a little nearer to the Channel Rocks and to the Loong Shan and the China. The Captain and the Chief Officer both went aft to see that there was no danger of fouling the chains of those two ships. As they were returning, both felt a severe shock. It was probable that at this moment the ship broke loose. The Chief Officer went on to the forecastle to inspect the cable. He advanced as far as he dared, and looking over the bow, saw that the starboard cable was then up and down. At the same time he was conscious of a severe shock and a crash. The ship heeled over to starboard and the Chief Officer was thrown over the railing. The fall stunned him and when he came to he found himself on the deck of a J.C.L.L. vessel and the Loong Sang had disappeared.

Meanwhile, Mr. Davidson continued, Captain Jowett had gone up to the bridge. He arrived there to find a strange ship alongside the Loong Sang, scraping her port side. Captain Jowett gave orders for all hands to put on life belts and then went forward to try and slack away the port cable. As soon as the windlass was released, they lost charge and the cable ran out. The Loong Sang collided with another ship. Then drifted across the bows of an oil tanker and the stem of that ship struck her. It was that collision which probably caused the foundering of the vessel. She took a list to starboard. Then she righted herself, but her forward decks were awash and the Captain came to the conclusion that she would go down. Shortly afterwards the Captain saw Mr. and Mrs. Barron go over the side. He and the third officer tried to throw them a box when the Captain himself was washed overboard. He never saw the third officer again and the assumption was that he was washed over at the

same time and drowned. The second officer was seen standing on the poop, and the Captain eventually saved himself.

Capt. Jowett's Evidence.

Captain Percy Jowett said he was in command of the Loong Sang on Aug. 17th. She was inside No. 3 dock at Kowloon. She had been in dock about a month and was there for the purpose of being surveyed for a passenger certificate. Her engines had been dismantled. The ship was going to be repaired and would have been in dock for some time longer. On the morning of the 17th, she left No. 3 dock to allow the Patria to come in. They were towed out about 11.15. They went alongside the Derwent, which was alongside the Kowloon wall. The ship had her anchors and cables. The red signal was hoisted about 11.25. Later in the day the black signal was hoisted and arrangements were made to be towed out to Kowloon Bay about 5.30. The ship was towed out by the Henry Keswick and another tug. She anchored to the northward of the channel rocks. (It was the usual thing to go to Kowloon Bay, when the black signal went up, witness explained). The ship was moored with 105 fathoms on the starboard anchor and 30 fathoms on the port anchor. The depth of water was 5 1/2 fathoms. There the tugs left the ship.

It was a calm, still night, but weather showed signs of getting bad at 3 o'clock in the morning. The barometer was registering 29.53. The wind was N-N-W with a force about 3. The wind increased. At 7.30 it was about North and blowing fresh. At eight o'clock it was blowing "good and strong." Later it increased to full typhoon force and the barometer dropped rapidly. Witness looked at his cables about 8 o'clock, but they were all right. Shortly after 9 o'clock, witness saw the China come down very near the Loong Sang. The Loong Sang was sheering wildly and as these two vessels went by the Loong Sang scraped them. Witness thought his boat began to drag about 9.30. Witness left the bridge to see if anybody had felt any shocks. He was coming along the deck and met the Chief Officer. They both felt a shock. Witness went on the bridge and saw they were in touch with a large ship. They were scraping down her port side with their starboard bow. Witness ordered the third officer to put all hands in life belts. He then saw that the port cable was dragging. They attempted to veer out more cable on the port anchor. They could not hold it and the cable ran right out of the locker. Witness went back to the bridge and saw their second collision. They scraped down the port side of a vessel, doing damage amidships and on the poop. They were travelling very past—they went by in a flash. Witness saw all the crew had their lifebelts on. He hoped the ship would strand somewhere where the crew could get ashore. Witness realised that collisions were inevitable. He went on the bridge again and then saw the third collision. Three vessels were in sight, close together. The Loong Sang hit the centre one, broadside, on to her bow. The other ship's bow sunk into the Loong Sang between Nos. 1 and 2 hatches, abreast the fore-mast. The Loong Sang took a tremendous list to starboard. The weather was so thick that Captain Jowett could not see more than 40 yards. Later the ship righted herself but her fore deck was awash. They passed by a naval vessel. Then witness saw her stern swinging and he knew they were on the bottom. He saw some of the crew go overboard and that was the last he saw of the second officer and his wife. The third officer was with witness and they attempted to shift a box and throw to them to give them more to support them. Captain Jowett heard a rending and tearing below, and just at that moment he was washed overboard. He presumed the engine room bulkhead had been washed away.

Witness said the life-saving appliances were in good condition and also the boats, but in that weather it was impossible to launch them. He had 35 Chinese on board at the time.

Witness Questioned.

Mr. Hall Brutton:—Did you protest about being shifted out of dock?

Witness replied that he could not object. It was done in the Colony every day.

Mr. Hall Brutton:—Did you know the result of this recent survey?—No.

Witness replied that he could not object. It was done in the Colony every day.

Mr. Hall Brutton:—Did you know the result of this recent survey?—No.

DAY BY DAY

MODERN CIVILISATION IS SUFFOCATING ITSELF IN THE POLLUTED ATMOSPHERE AND DARKNESS OF OUR GREAT INDUSTRIAL CITIES.—Dr. C. P. Childs.

Yesterday's health returns show two Portuguese cases of enteric fever, and one Chinese case of small-pox.

Hongkong is to send an inter-port tennis team to Shanghai next month, comprising a pair of doubles and one singles. The players will soon be selected.

The local office of the Vacuum Oil Company has received cable news to the effect that practically all the Company's staff at Yokohama and Tokyo are safe.

A telegram has been received from the Commander-in-Chief, China Station, that Mrs. Viel (wife of Mr. Viel, of Jardine's) is also safe and on board the Andre Lebon.

The Misses G. and A. Chou and Masters R. and H. Chou, children of Mr. Chou Fong-sien, returned to the Colony from Shanghai on Thursday by the Empress of Canada. Miss R. Rumpkin returned to the Colony from Tientsin yesterday by the s.s. Chipshing.

Information received by the Wanchai police was followed by the assignment of a number of officers for duty at Swatow Lane this night before last. Shortly after eleven o'clock, a party of three men came along and their appearance was the signal for the detectives to close in. A brief struggle and pursuit which followed, two of the suspects were caught, the third managing to escape. On one of the prisoners was found a revolver loaded in five chambers.

A Sikh policeman made an unusual capture in Wing On Street, early this morning. This was a youth whose peculiar behaviour had caused a big crowd of onlookers to gather round him. What he was doing was to dance about and gesticulate in a wild manner, nearly joining in the laughter, which his antics produced. The Sikh policeman, anxious to permit the traffic to resume, took the youth into custody. In the charge room of the Central Police Station, the youth treated the Inspector to some more dances and it was then deemed advisable to dispatch him with all haste to the Asylum, but he proved so violent that he had to be lashed on to a stretcher.

Questioned about the cables, Capt. Jowett said they were in good condition in 1922 and he thought so in 1923.

Mr. Hall Brutton:—Are you perfectly sure whether you were dragging or whether one of the cables parted?—That is a question which I cannot answer.

Replying to Mr. Davidson, witness explained that it was the custom in Hongkong to put ships in a typhoon anchorage without steam when they were undergoing survey or were going in dock.

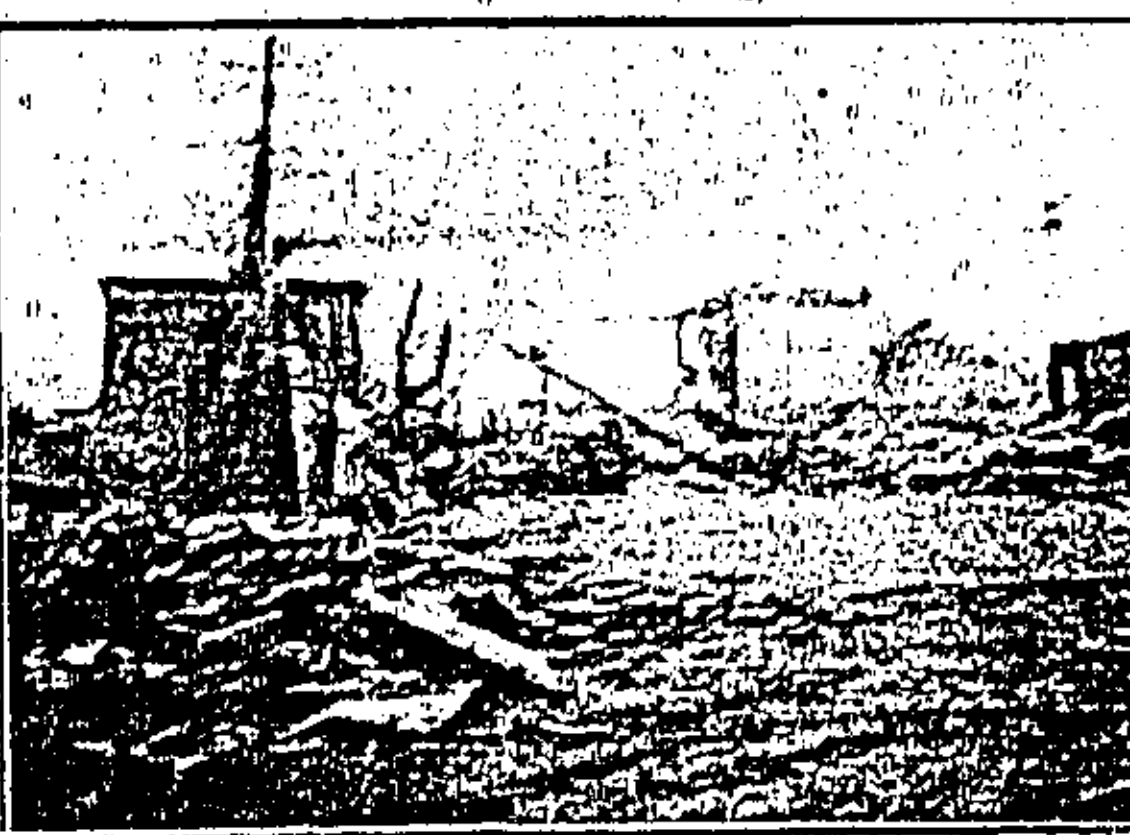
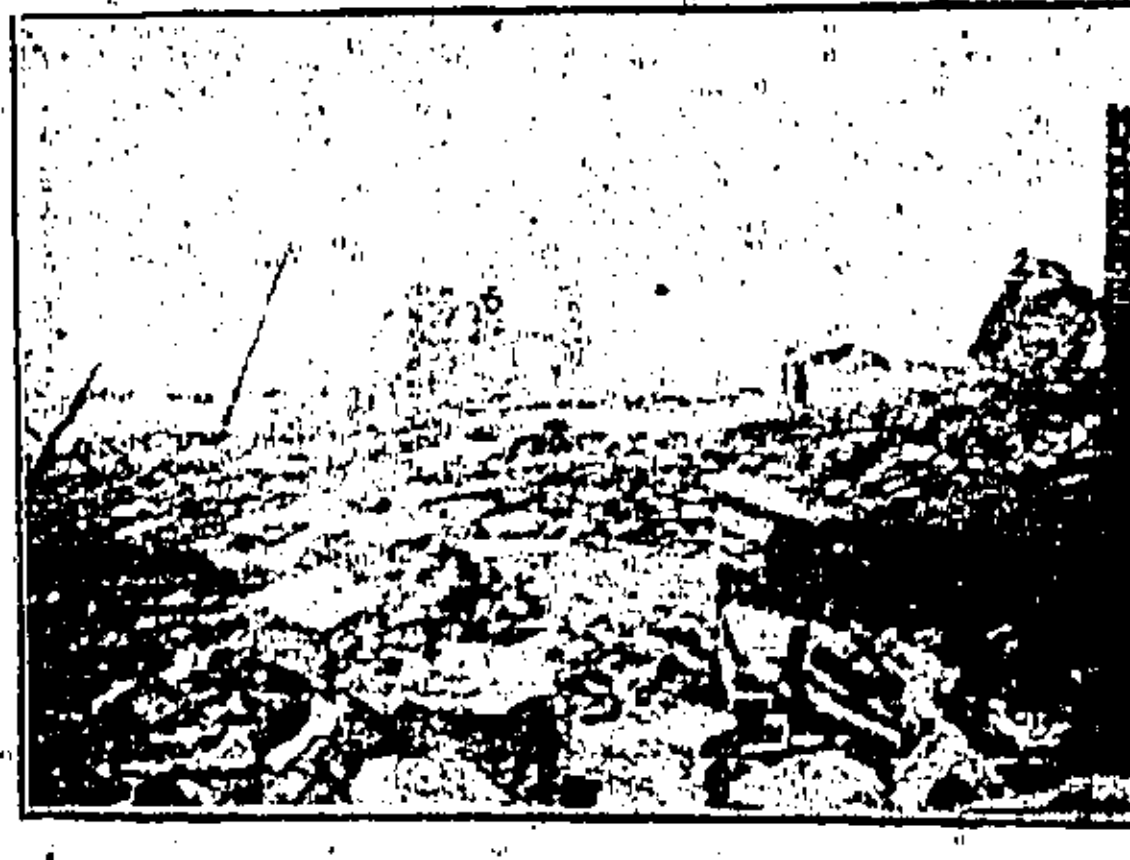
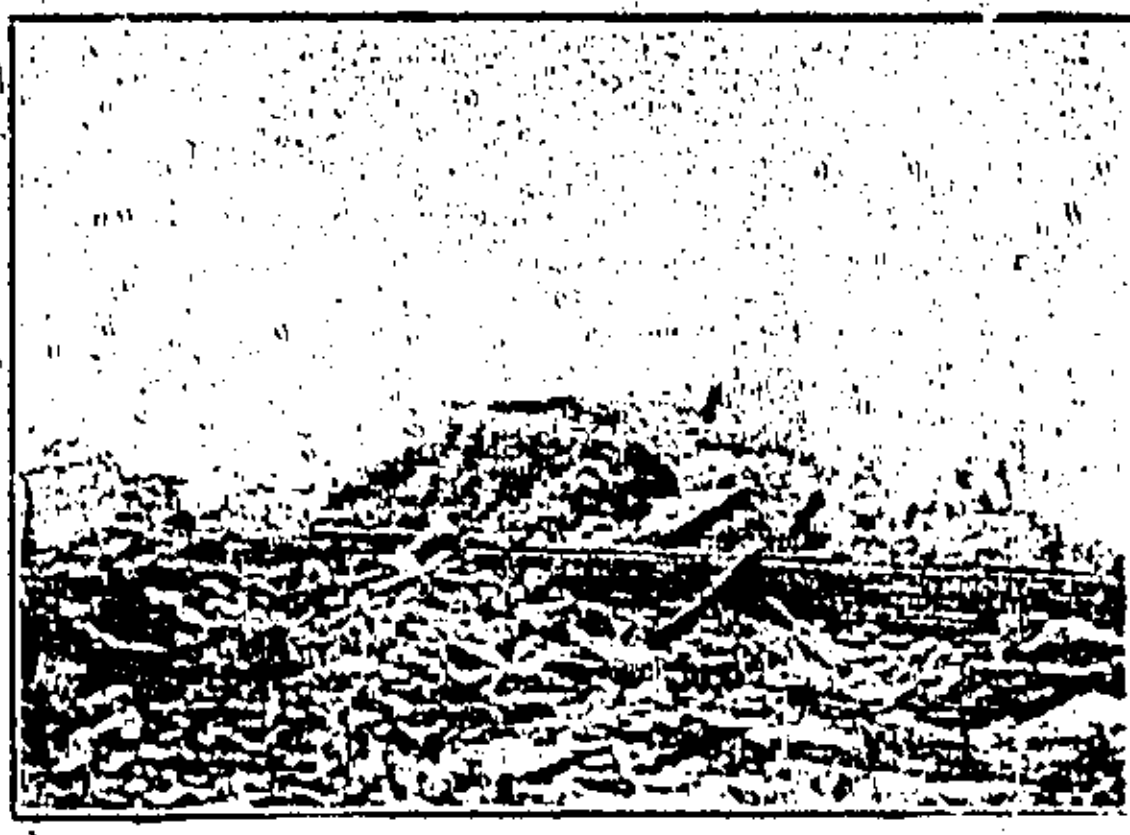
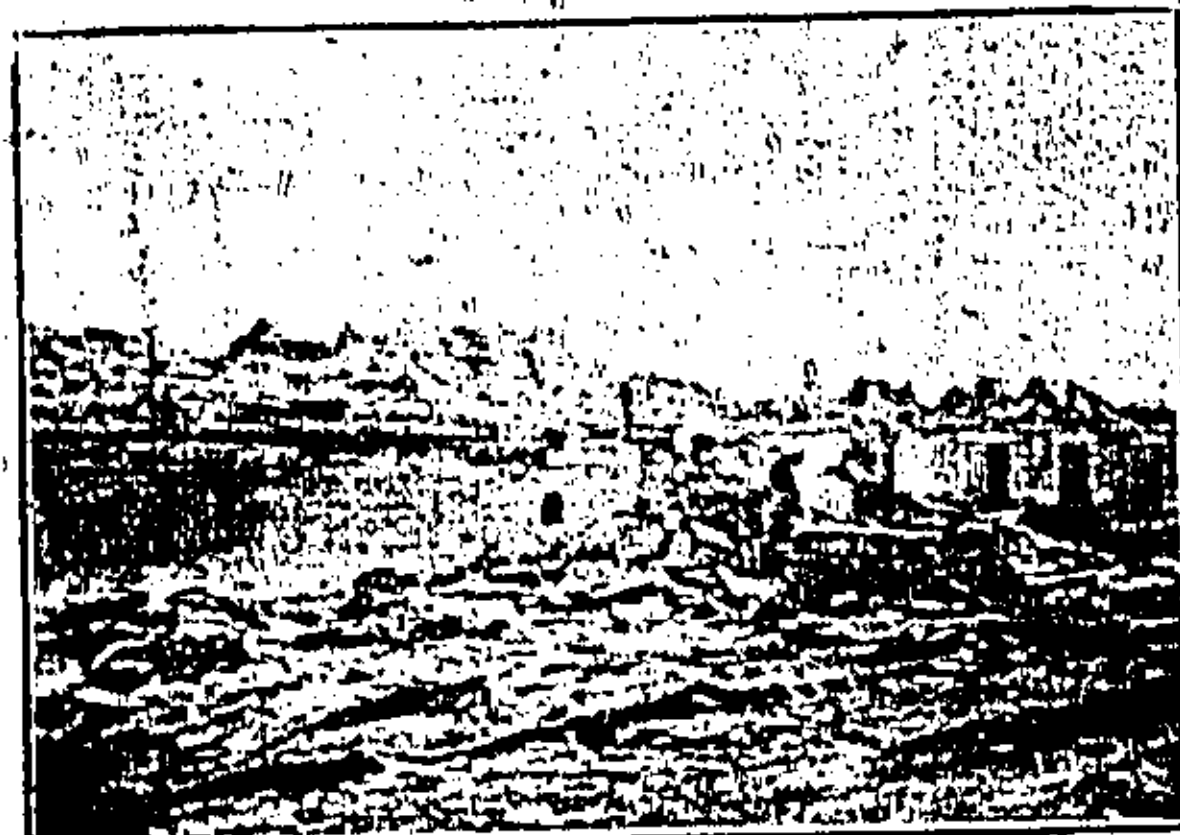
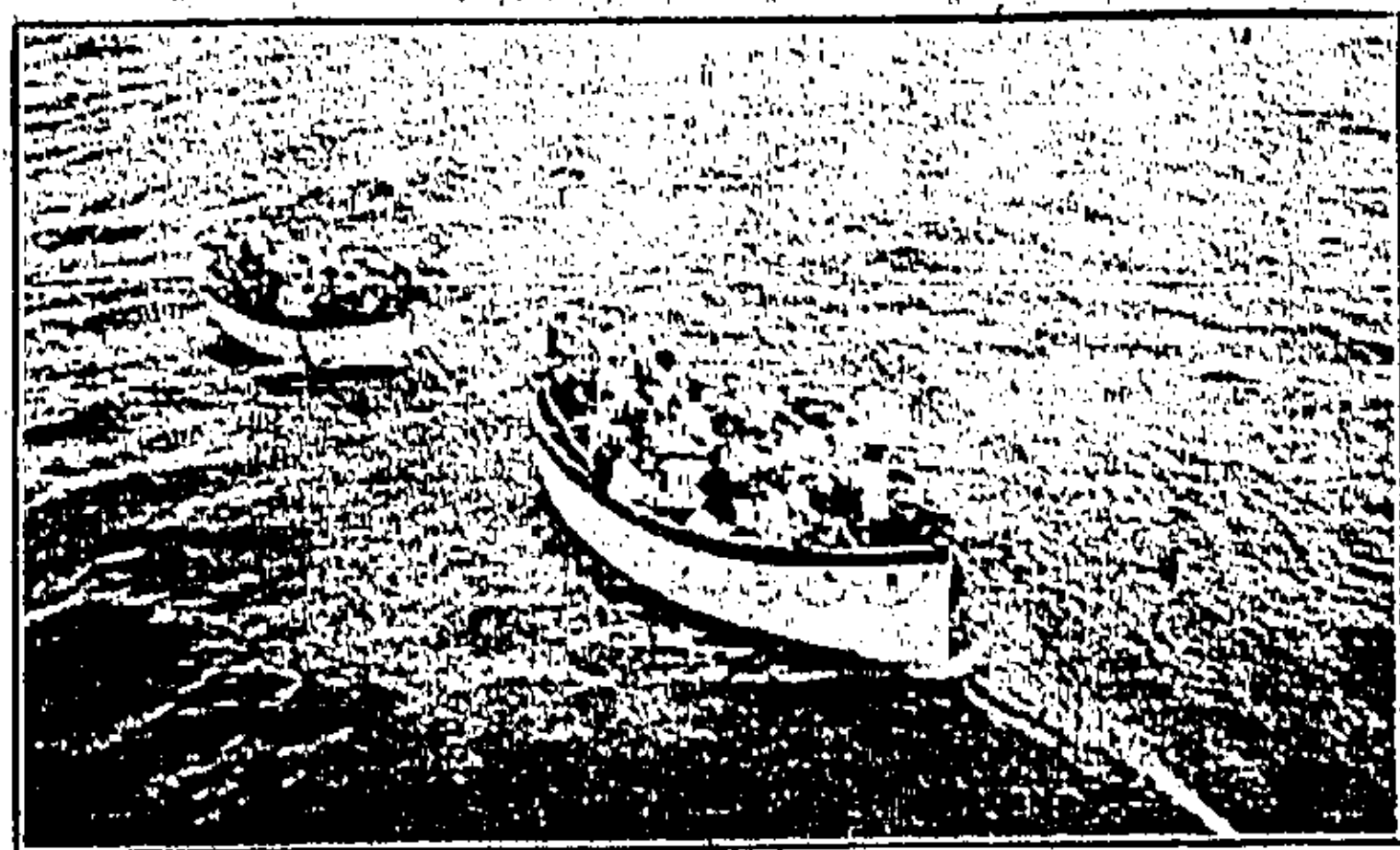
First Officer's Story.

Mr. J. S. Masson, first officer, said he superintended the mooring. He was up before six o'clock on the morning of the typhoon. Witness had a look at the cables and then made the ship secure. There was steam on the donkey engine—75 lbs. He looked at the cables several times. The ship did not drag at first. She began to drag between nine and half past. A short time later, witness was with the Captain and felt a bump. He looked at the cables. The starboard cable was hanging up and down. He felt a crash and the next thing he remembered he was sitting up on the deck of the other ship. As far as witness knew, the anchors, cables and windlass were in good condition.

Capt. Groundwater, master of the Henry Keswick, gave evidence to the effect that his tug and another towed the Loong Sang to Kowloon Bay. Witness gave her what he considered to be about the best anchorage in the Bay. In the experience of witness the way in which the Loong Sang was moored was the best way under the circumstances.

The enquiry is being continued this afternoon.

THE YOKOHAMA EARTHQUAKE.



Above are the first pictures taken from Hongkong of the damage caused at Yokohama by the recent earthquake. They were taken by officers of the s.s. Empress of Canada whilst on rescue work. The first picture shows refugees being towed towards the Empress liner; the other small snapshots give an indication of what Yokohama and its environs look like to-day.

NEW FERRIES.

The Improved Yaumati Service.

The population on the Kowloon Peninsula has rapidly grown within the past twelve months and with a well regulated ferry service there is every possibility of it increasing even further still. To cope with the situation, and in order to give the public a better service, we understand that the new tenderers for the Yaumati Ferry Service Monopoly are at present preparing plans for the construction of four fast modern double-ended ferry steamers for the Yaumati service. The dimensions of these steamers will probably be 100 feet in length and 20 feet in breadth, with a speed of about ten knots, as compared with the seven knots attained by the present service launches. When completed, these vessels will appear somewhat like the present Star Ferry vessels, with the difference that a much greater number of passengers (the present plans provide for four hundred) will be carried whilst there will be accommodation for automobiles.

The new scale of fares proposed to be charged by the new tenderers is as follows: Ten cents for first class passengers, four cents for second-class and two cents for the third-class. This will mean a reduction in the present general second and third-class fares of one cent, which reduction will undoubtedly be appreciated greatly by the poorer classes of the population residing across the harbour. In this decision the Company is influenced by the view that cheap fares will be a considerable factor in developing the other side of the harbour and believes these will pay the Company in the long run.

ARMS SEIZED.

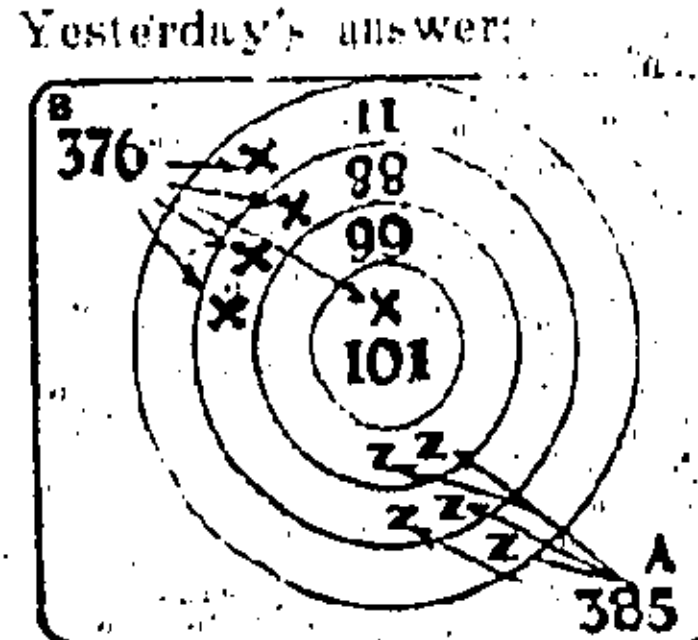
Aboard French Mailboat.

Disclosures made in the recent arms case in which two French men were detained for alleged gun-running, mentioned the use of the French mail-boats for this contraband, and accordingly when the s.s. Cordillera came in yesterday, a party of Water Police boarded the vessel and searched her cargo. They were rewarded by the discovery of 54 revolvers, 25 automatics, and 10 Mausers, with nearly 10,000 rounds of ammunition, 10 cleaning rods and eight springs. The whole consignment was confiscated and taken to Police Headquarters.

The innovation introduced of providing on these new vessels accommodation for vehicular traffic will be equally welcomed in another quarter, and in this connection it is interesting to learn that alterations will be made to the new pier to permit of cars to be run off the pier into the ferries themselves. In enquires a Telegraph reporter was given to understand that the profits for the first half of this year of the Kowloon Sze Yauk Ferry Company, as the tenderers are styled, are in the neighbourhood of \$130,000, which, compared with the \$80,000 for the corresponding period of last year, shows an increase of nearly half a lakh. If these figures can be taken as correct, the day when the population across the Harbour will rival if not exceed that of Hongkong may not be far off. The essential thing is cheapness of transportation across the harbour, and the load given by the Sze Yauk Company in a reduction of the current fares is deserving of praise.

A PUZZLE A DAY.

If five times four are thirty-three What will the fourth of twenty be? Can you answer the above question, assuming that five times four actually does equal thirty-three?



Yesterday's answer: A proved that his score should have been 385 and not 319, by turning the target upside down, which changed the section next to the centre from 66 to 99. (A's hits are indicated by the letter "Z"; B's by "x.") A had a right to this claim, as the 99 section, being nearer the centre of the target, should naturally be of greater value than the 66 section.

HIPPOPOTAMUS KILLED BY TENNIS BALL.

Cincinnati:—Zeekoe, a gigantic hippopotamus, the largest in captivity in America, has just died here as the result of swallowing a tennis ball thrown by a visitor into its cage. A number of pennies was also found in its stomach.

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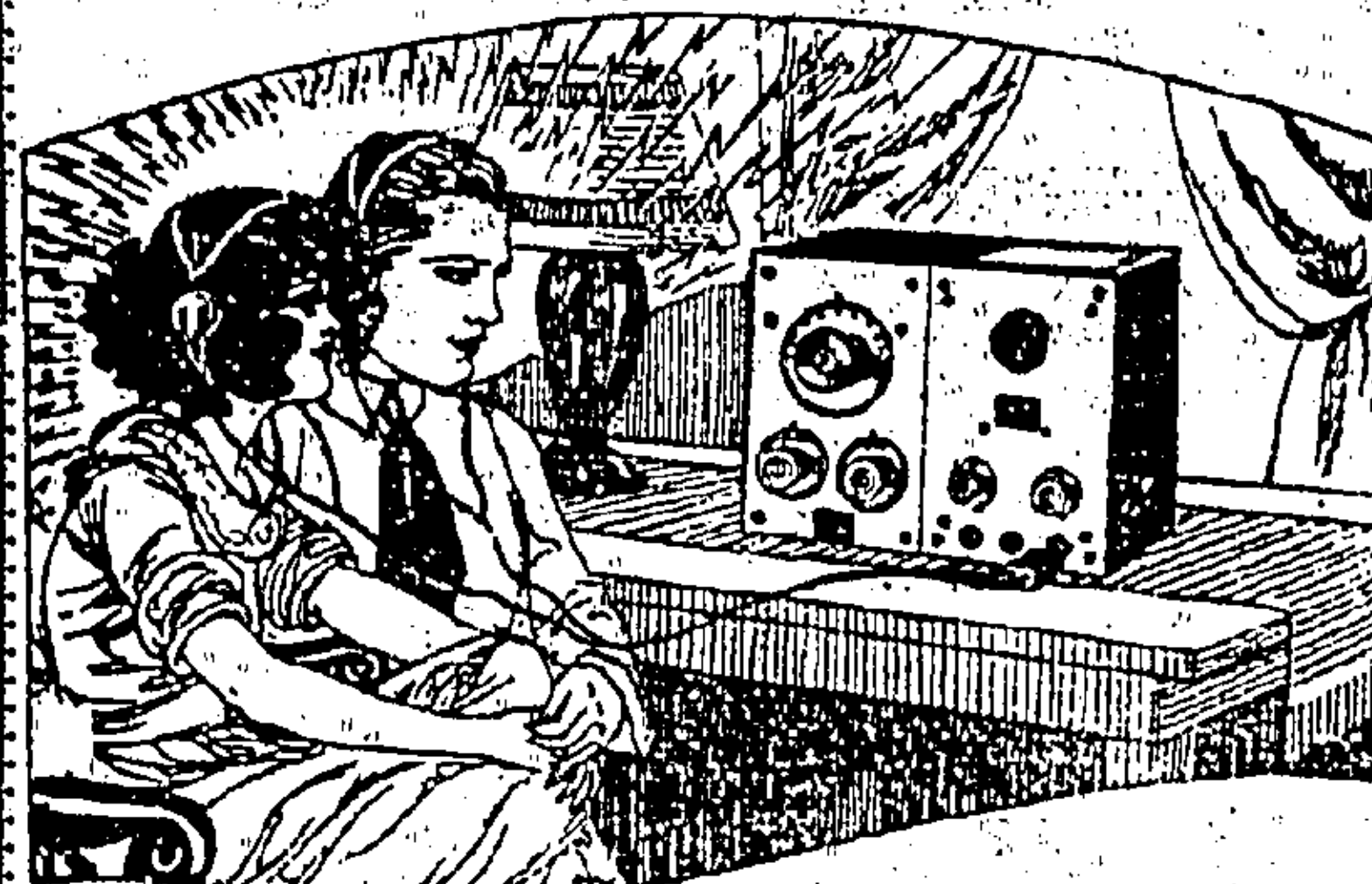
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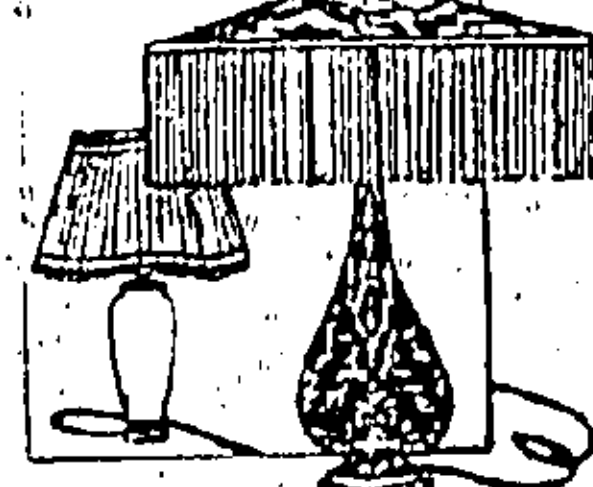
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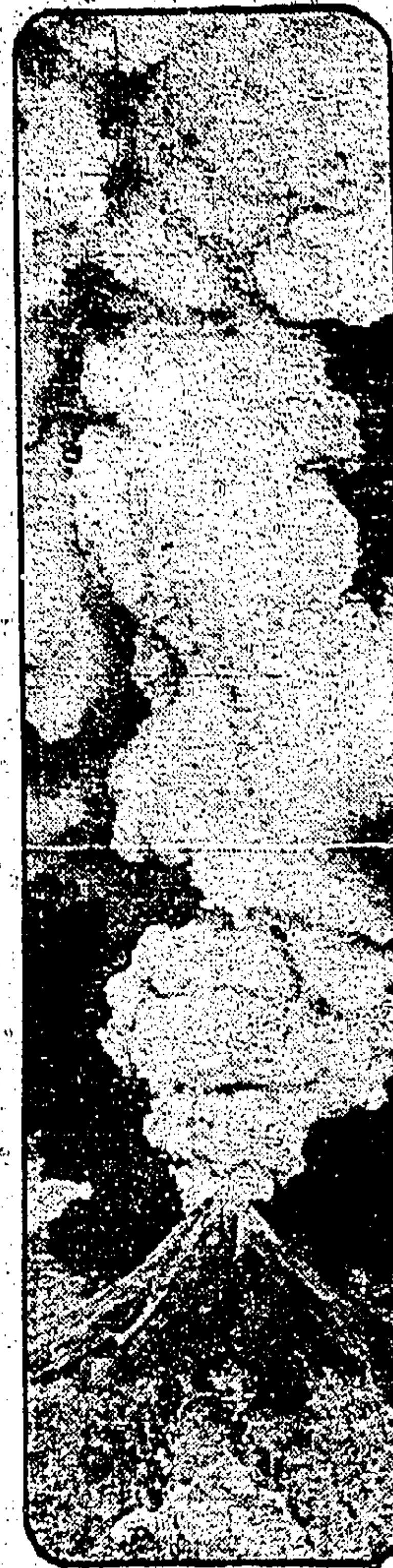
34, Queen's Road Central.

CAMERA NEWS.

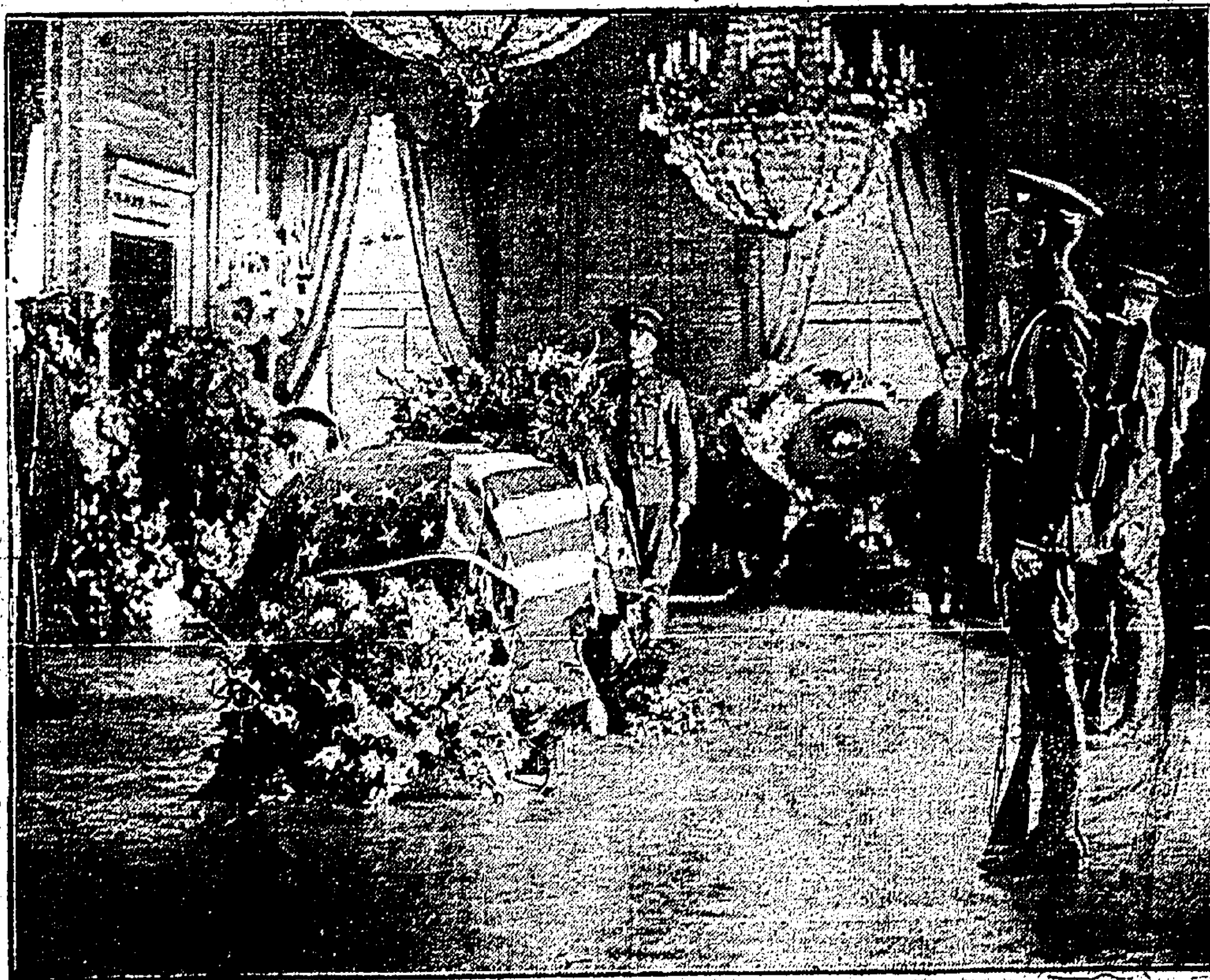
THE LATE PRESIDENT HARDING.



The widow of President Harding, heavily veiled, is shown leaving the funeral train at Marion, on the way to her waiting motor car. At her right is Dr. Sawyer, personal physician to the late President, and at her left, Mr. George Christian, Presidential Private Secretary during the Harding administration.



Recent photo of Mount Vesuvius in eruption.



In the historic East Room of the White House, where in life he entertained distinguished foreign delegations, Warren G. Harding's body lay in state. The golden chandeliers cast a mellow glow over the flag-draped casket as high Government officials called to pay their respects to the nation's late chief.



This fire, caused when workmen's tools created a spark while they were capping an oil gusher at Kerens, Texas killed, 14.

BANK'S CLAIM ON SHARES.

Judgment on Question of Notice.

An interesting suit that has been before the Chief Justice, Sir William Rees Davies, is that of the Yick On Bank, of 77, Bonham Strand West, against Yuen Hang Kin, of the Tai Ping Theatre, Hongkong, being a claim for loss on the realisation of shares, deposited as security for loans to the defendant. Defendant, contending that he had insufficient notice of the sale, counterclaims for damages, which he assesses at the net amount of \$7,699.74. This morning his Lordship delivered his finding on two of the points at issue.

In giving his judgment, the Chief Justice said, the case was confined to one issue—whether plaintiffs were required to give defendant any, and if so, what notice prior to the sale of the securities; and whether defendant was entitled to damages in respect of the failure to give proper notice.

The plaintiff Bank, on the security of various shares of public companies, lent defendant from time to time between March and September, 1921, sums of money amounting in all to \$516,605. Defendant having failed to repay same upon demand, plaintiffs sold the shares, and after giving credit for certain sums received on account, and also on redemption of a portion of the stocks, they claimed the balance for the loss on the sale of the shares, amounting to \$73,925.

Plaintiffs' manager alleged that he repeatedly pressed defendant (and before any demands in writing were made) verbally to put up a margin, which the defendant promised to do; and that further, on two occasions, when pressed, defendant told him to sell the shares. On another occasion defendant told him to hand the matter over to brokers to sell the shares on his behalf.

Defendant denied these allegations, and swore that until he received the letter of plaintiffs' solicitors, dated February 23rd 1922, in relation to 700 Whampoa Dock shares, no demand had been made on him to put up a margin, but the subject was discussed after receipt of the solicitors' letter. Defendant also denied giving verbal authority, and contended this was absurd, and he would not be likely to do so when it was shortly after the seamen's strike and the shares were down, with a dropping market, and the money market tight.

His Lordship said he believed the defendant's evidence that he gave no verbal authority, for he had everything to lose by doing so. The question he had to decide was whether notice given in a letter of April 18th, 1922, from plaintiffs' solicitors, claiming payment in respect of the balance of the entire loan on all the shares pledged—was reasonable, having regard to all the circumstances.

After referring to the evidence given in the action, and to leading cases on the subject, his Lordship said he had come to the conclusion that the notice of three days conveyed in the letter of April 18th, referred to, and the sale within a week, was not a reasonable notice, having regard to the circumstances and bearing in mind the fact that a defendant, two days after this notice, had protested against the shortness of notice and intimated that he would raise the money in about ten days. Mr. Lamont, a broker of experience, had stated that it would all depend on the state of the market, and for one vendor to realise three and a half lakhs of shares in three days must involve the market being full of eager buyers, which was not the case in April 1922.

After referring to argument by counsel, his Lordship concluded: "The defendant, in my opinion, is entitled by way of counterclaim to damages on the sale without sufficient notice, and the question arises, what is the measure of damages? Plaintiffs' contention on the question of damages is that they had credited defendant with the value of the shares at the time of conversion, and no further sum is recoverable. This is challenged by the defendant, who claims to be entitled to the value of the securities at the date of judgment. As I intimated during the hearing, I am prepared to hear further argument on the question of damages generally. On the point of notice and damages, the further question may also arise as to how the balance of the Whampoa Dock shares unsold on April 18th are concerned, having regard to the letter of

February 23rd. That letter gave four days' notice of sale, but the shares remained unsold until April 25th, other than the 200 redeemed by the defendant."

Mr. C. G. Alabaster, K.C., was for plaintiffs, instructed by Mr. Johnson, and Mr. F. C. Jenkin was for defendant, instructed by Mr. G. K. Hall Brutton.

LAWN BOWLS.

A Narrow Win for Shanghai.

[BY "JACK HIGH"]

Beautiful weather and an interested crowd of bowling fans attended the match between Civil Service and Shanghai match on what the Civil Service sports factiously call a bowling green. Some of yesterday's players have another name for it, but fortunately, there are limits to a too descriptive pen.

The composition of the Shanghai team was slightly altered from that of the day previous. Tomlinson taking skip in place of Shaw. The former is a keen but rather impatient bowler and requires a few more years adversity to inculcate in him that calm and mature judgement necessary in a successful skip.

Cheetham, as No. 3, gave a fair display and showed to much better advantage than did either Veitch or Poignand. Neither of the latter have as yet shown the form which their reputations carry.

It is rather too early, however, to give a definite expression of opinion on the bowling merits of our visitors, so I will merely say that they must greatly improve if they hope to win the Interport.

As regards the Civil Service team, they were rather ill-balanced. Oswick was their only player of merit and consistency, but was "played in the wrong position. Hill was very erratic, while Pathyjohns and Allan were but mediocre.

In general there was nothing remarkable in yesterday's match, the play throughout being scarcely worthy of the occasion. Shanghai were slightly the better team and their victory by one point alone represents the difference. The state of the green militated against really good play, and altogether it was a rather poor display of bowling.

The teams were as under:—
Shanghai. C.S.C.
No. 1 H. Veitch. R. Pathyjohns.
2 T. E. Poignand. A. H. Oswick.
3 A. Cheetham. W. Hill.
Skip J. Tomlinson. A. B. Allan.
Detained scores—

Shanghai.	C.S.C.
Shots. Total.	Shots. Total.
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16
17	17
18	18
19	19
20	20

This evening, Shanghai will play Taihook. Tomorrow, they meet the Kowloon Dock team, and the sides of this match will be:—Shanghai: Cheetham, Tomlinson, Shaw and Poignand (skip); Kowloon Dock: Gourlay, Keith, Lapsley and Gray (skip). Mr. B.L. Frost will be umpire.

NEW BRITISH DOMINION.

An Order Council, gazetted recently states that the coasts of the Ross Sea, with the adjacent islands and territories, are a British settlement within the meaning of the British Settlements Acts, 1887, and goes on to say that after the publication of the Order in the Government Gazette of New Zealand all that part of the British Dominions in the Antarctic Seas shall be named the Ross Dependency, and that the government of the Dependency shall be vested in the Governor-General of New Zealand.

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BANKING CORPORATION.

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Paid-up Capital £20,000,000

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Silver £24,500,000

Reserve Liability of

Proprietors £20,000,000

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S.S. STUART DOLLAR ... End of October.

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S.S. LEGAZPI ... 1st November.

S.S. C. LOPEZ Y LOPEZ ... 19th December.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

S.S. LEGAZPI ... 14th October.

S.S. C. LOPEZ Y LOPEZ ... 1st December.

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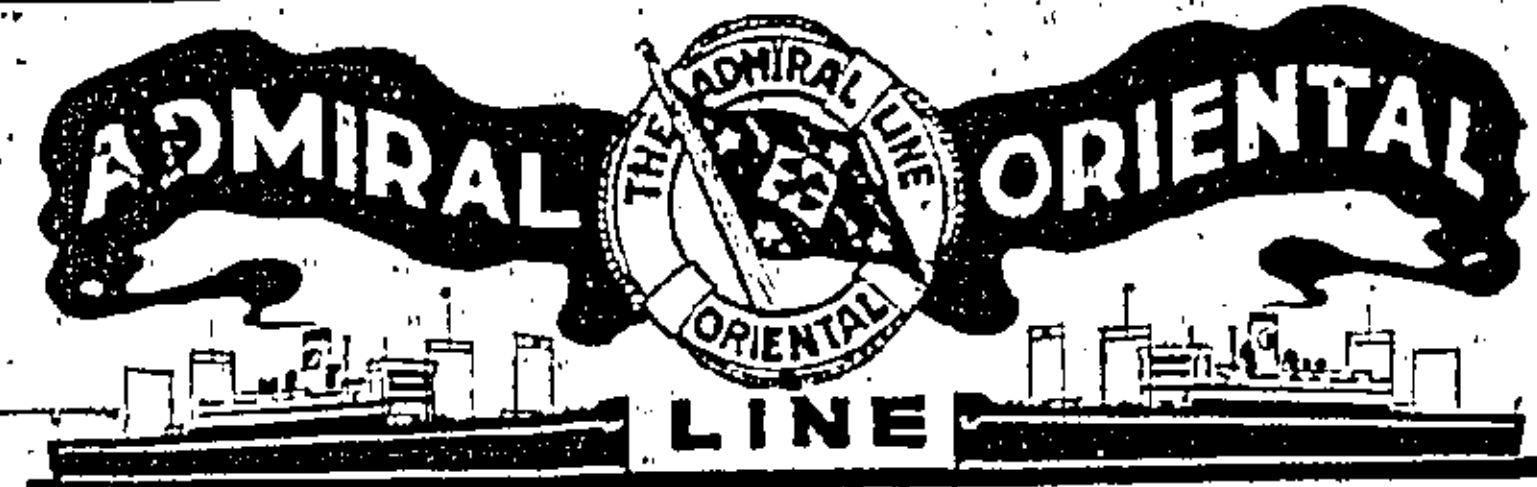
SHIP	LEAVING	SAILING DATE	DESTINATION
"LUDWIGSHAFEN"	24th September.	Singapore, Colombo, Suez, Port Said, Genoa, Ant. p. R'dam & Hamburg.	
"WESER"	15th October.	Singapore, Belawan, C'bo, Suez, Port Said, Genoa, Ant. p. R'dam and Hamburg.	

All dates subject to change without notice.

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"PRESIDENT MCKINLEY" ... Oct. 1st.

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"PRESIDENT JEFFERSON" ... Oct. 25th.

"PRESIDENT GRANT" ... Nov. 6th.

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First Class on the Pacific. First Class on American or Canadian

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ADAPENOR 9th Oct. London, Rotterdam & Dunkirk
PHELIUS 16th Oct. London, Rotterdam & Hamburg

LIVERPOOL SERVICE

Kt. TEMPLAR 20th Sept. Genoa, M'les, Liverpool & Glasgow.
PROMETHEUS 3rd Oct. M'les, Havre, Liverpool & Glasgow.
RHEXENOR 10th Oct. Genoa, M'les & Liverpool.

PACIFIC SERVICE

PHILOCTETES 26th Sept. Victoria, Seattle & Vancouver.
LYNDAREU 27th Oct. via Suez or Panama.

NEW YORK SERVICE

BELLEROPHON 20th Sept. via Suez & Boston
PERSEUS 5th Oct. via Suez & Boston

PASSENGER SERVICE

MENTOR 25th Sept. for Singapore & London.
TELESTAS 10th Oct. for Shanghai
TELESTAS 6th Nov. for Singapore & London
SAMPSON 11th Dec. for Singapore, Marseilles & London
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S.S. BELLEROPHON ... via Suez Canal ... 15th Sept.
S.S. CITY OF BAGDAD ... via Suez Canal ... 25th Sept.
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S.S. "NANYO MARU No. 1" ... on or about 20th Sept.

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FUTURE JACK TARS.

Prince and Warspite Boys.

On one of the most lovely of recent days—a few of them have been very lovely indeed—the Prince of Wales went down the Thames to Greenwich to inaugurate the new training ship Warspite, says a mail paper. The last Warspite was burned in 1918, since when the boys have been accommodated in the Tilbury Hotel. The new ship (late H.M.S. Hermione) was bought by the Marine Society last year, and commissioned on December 20, 1922. Very clean and smart she looked on the day of the Prince's visit, in pale grey paint with a white line, and gay with bunting. The Prince, who was in naval uniform, inspected the boys, and they marched past and gave an exhibition of combined physical training, which concluded with an entertaining performance by a display party. The Prince presented the prizes to four old Warspite boys who, now in the Royal Navy or merchant service, had earned silver medals for five years' consecutive service with "V.G." character since leaving the training ship. Two older and more distinguished Warspite boys were also presented—namely, Sergeant Arthur F. Saunders, V.C., who won his Victoria Cross in France in 1914, and Chief Petty Officer G. A. Sayer, who has received the Medal for Conspicuous Gallantry and the Croix de Guerre. Addressing the boys, the Prince said:

There are Warspite boys now going up the ladder of promotion in the Royal Navy—the ladder that runs clear from the lower deck to the captain's cabin. They are pulling their weight in a great many of his Majesty's ships, and the "ship" of all others with whom a seaman would choose to sail is the man who pulls his weight. There are others now serving in the merchant service. Some of them are in command. They are all rendering an essential service to the Empire, for without both the Navy and the merchant ships this island nation could not live.

As long as the Briton is true to type and the Great War proved him that—British seamen will serve faithfully in his Majesty's ships, and ships of the merchant service will carry the goods of the world in safety from port to port. Whether you are going to sail under the White Ensign or the Blue or the Red does not matter. You are going to the life to which your blood and breed, and your training here, have called you.

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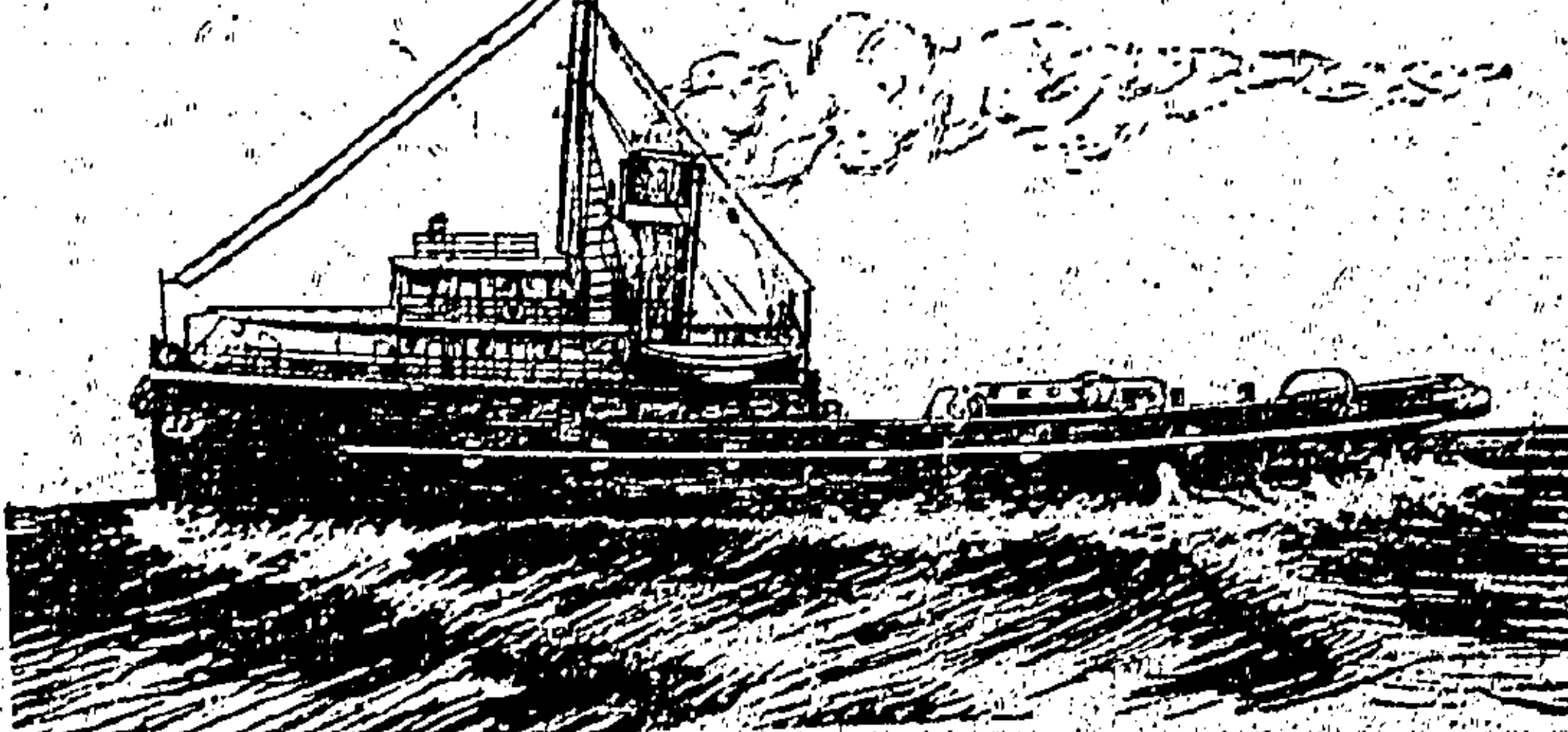
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S.S.	Tons	From Hong-kong (about)	Destination
SICILIA	6,813	18 Sept. noon	S'pore, Pang, C'bo & B'bay
DONGOLA	8,083	21 Sept. 11 a.m.	M'les, Gib, L'don & A'warp
MANTUA	10,802	5th Oct.	B'bay, M'les, Gib, L'don & A'warp
SOUAN	6,696	17th Oct.	S'pore, Pang, C'bo & B'bay
KARMALA	9,938	19th Oct.	M'les, Gib, L'don & A'warp
CALEDONIA	7,622	2nd Nov.	B'bay, M'les, Gib, L'don & A'warp

BRITISH INDIA-APCAR SAILINGS (South)

TANDA	6,955	21st Sept.	S'pore, Penang & Calcutta
TAKADA	6,949	1st Oct.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	6th Oct.	Manila, Thursday Is.
ST. ALBANS	4,500	3rd Nov.	Townsville, Brisbane
EASTERN	4,000	1st Dec.	Sydney & Melbourne

For further information apply to: **NIPPON YUSEN KAISHA.**
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SAILINGS TO SHANGHAI & JAPAN.

VELLORE	6,653	22nd Sept.	Shanghai, Moji & Kobe
GRACCHUS	3,760	22nd Sept.	Shanghai
SOUAN	6,696	29th Sept.	Shanghai
MALWA	10,941	6th Oct.	Shanghai, Moji & Kobe
ST. ALBANS	4,500	9th Oct.	Moji & Kobe

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BIWUKU FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

From	To	Expected on or about	Will leave on or about	For
Tjilatjap	Java	15th Sept.	15th Sept.	B. T'ou, B'bay
Tjilatjap	Java	16th Sept.	16th Sept.	B. T'ou, B'bay
Tjilatjap	Japan	19th Sept.	21st Sept.	Batavia
Tjilatjap	China	4th Oct.	6th Oct.	Batavia

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Vessel	Due Hongkong	Vessel	Leave Hongkong
OLENOR	20th Sept.	OLENSAND	18th Sept.
CARMARTHENSHIRE	6th Oct.	Gonos, L'don, R'dam & H'burg	
OLENAMOY	22nd Oct.	PMBROKESHIRE	20th Sept.
OLENAPP	5th Nov.	London, Rotterdam & H'burg	

Movements are subject to change without notice.
For freight or further particulars please apply to:

JARDINE, MATHESON & CO., LTD.
THE GLEN LINE, LTD.

AGENTS
Telephone Central No. 215, sub-ex. 23 and 3696.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUELS

Mail Steamer	Next Sailing from Hongkong	Pro. arr. at H'g. from Hongkong	Pro. Sailing from H'g. for Hongkong
ANDRE LEBON	—	—	19th Sept.
AMBOISE	—	—	1st Oct.
CORDILLERE	—	—	15th Oct.
ANGERS	24th Aug.	25th Sept.	29th Oct.
CHILLI	7th Sept.	9th Oct.	12th Nov.
PORTOES	21st Sept.	23rd Oct.	26th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctor's attendance)
A Class 1st Class £95.0.0 B. Class 1st Class £89.0.0
Steamers 2nd Class £68.0.0 Steamers 2nd Class £62.0.0

Through Tickets to London and Landing Towns of Europe.
Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

S.S. O. P. LECOCQ loading for Havre, Antwerp and Dunkirk about 13th Oct. and may eventually call at Valencia, Oran, Alger, Casablanca, Bordeaux, Rotterdam (if sufficient inducement offers.) Also through Bills Lading issued to Helsinki, Riga & Riga.

For full particulars apply to: **Messageries Maritimes Co.**

Telephone Central 740. 3 Queen's Building. TRANSIT. REPRESENTATION.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports.
Through Bills of Lading issued to all Overland Common Points to U.S.A. & Canada.
Through passage rates to Europe via America G. \$405. G. \$420. G. \$440.
KAGA MARU ... Monday ... 15th Oct. at 11 a.m.
IYO MARU ... Thursday ... 4th Nov. at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore, etc.
MISHIMA MARU ... Wednesday, 26th Sept. at 11 a.m.
HAKOZAKI MARU ... Wednesday, 10th Oct.
HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via MARSEILLES & VALENCIA.
LYONS MARU ... End of Sept. or beginning Oct.
SYDNEY & MELBOURNE via Manila, etc.
TANGO MARU ... Wednesday 26th Sept. at 11 a.m.
YOSHINO MARU ... Wednesday, 17th Oct. at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.
TOBA MARU ... Monday, 1st Oct.
BUENOS AIRES via S'pore, Durban & Cape Town.
KANAGAWA MARU ... End of Oct. or beginning Nov.

BOMBAY via Singapore, Penang & Colombo.
TAMBA MARU ... Thursday, 27th Sept.
CALCUTTA via Singapore, Penang & Rangoon.
TSUYAMA MARU ... Wednesday, 19th Sept.
NAGASAKI, KOBE & YOKOHAMA

SHANGHAI, KOBE & YOKOHAMA.
SADO MARU ... Sunday, 16th Sept.
MOJI MARU ... Tuesday, 13th Sept.
HARUNA MARU ... Tuesday, 25th Sept.

For further information apply to: **NIPPON YUSEN KAISHA.**
Tel. Central Nos. 292, 293 & 2422. F. OGURI, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH

FOR BOSTON & NEW YORK via SUEZ.

S.S. "BOWES CASTLE" ... Sailing on or about 14th Sept.
S.S. "SURUGA" ... Sailing on or about 10th Oct.

LLOYD TRIESTINO.

Taking Cargo for Genoa, Naples, Venice, Trieste and all other Italian Ports also cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

Fiume having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.
VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "VENEZIA" ... Sailing on or about 2nd Oct.
S.S. "FUIMIL" ... Sailing on or about 2nd Nov.

FOR BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "ROSANDRA" ... Sailing on or about end Sept.
S.S. "VENEZIA" ... Sailing on or about end Oct.
S.S. "FUIMIL" ... Sailing on or about end Nov.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMSINGA" Sailing from Calcutta on or about 25th Sept.

Regular Passenger and Cargo Service to South-African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage apply to the

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leave H'kong for Manila, Sandakan and Aust. Ports.
TAIYUAN	6th Oct.	11th Oct.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.
(JOHN SWIRE & SON, LTD.)
Agents.

Telephone Central No. 38

"ELLERMAN" LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)
UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

"City of Karachi" ... 21st Oct. ... Shanghai & Kobe.

HOMEWARDS.

"City of Norwich" ... 21st Sept. ... L'don, A'warp, R'dam, H'burg.

PASSAGE RATES TO LONDON.

A Class Steamers	1st Class £92.	2nd Class £67.
B Class Steamers	1st Class £84.	2nd Class £56.
C Class Steamers	1st Class £76.	

M.B. "O" Class Steamers comprise those of the Cargo type which have accommodation for a few passengers but do not carry Doctor or Stewards.

Subject to change without notice

For further particulars apply to

HOLYOAK, MASSY & CO., LTD. THE BANK LINE, LTD.
CANTON. Tel. Central 741

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION

Destination	Steamer	Sailing
SHANGHAI via Swatow Taisang	Fri.	14th Sept. at noon.
SANDAKAN	Fri.	14th Sept. at noon.
MANILA	Fri.	14th Sept. at 3 p.m.
STRAITS & Calcutta	Sat.	15th Sept. at 3 p.m.
SHANGHAI via Swatow Esang	Sun.	16th Sept. at 9 a.m.
BANGKOK via Swatow Hopsang	Sun.	16th Sept. at 2 p.m.
TIENSIN	Mon.	17th Sept. at 5 p.m.
T'AO via S'hai & Kwongsang	Wed.	19th Sept. at noon.
HAIPHONG via Hoihow Leesang	Fri.	21st Sept. at 8 a.m.
SHANGHAI via Swatow Yusang	Fri.	21st Sept. at 10 a.m.
Kobe	Tues.	25th Sept. at noon.
T'AO via S'hai & Yatsing	Wed.	26th Sept. at noon.
BANGKOK via Hoihow Chunsang	Sat.	4th Oct. at daylight.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE: Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov. between Hongkong & Tientsin, occasionally calling at Wei-haiwei & Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Kutsang" will be despatched on or about Saturday, 15th Sept., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

REGULAR SERVICE OF FAST, HIGH CLASS COAST STEAMERS HAVING

good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haihong	W. C. Parimore	FRI. 14th Sept. at 1 p.m.
Haihong	Ellis Walker	TUES. 18th Sept. at 1 p.m.
Haihong	J. B. Thomson	FRI. 21st Sept. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage apply to

Douglas Lapraik & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN OVERSTRATEN

will be despatched on 14th Sept.

to SINGAPORE, PENANG and BELAWAN DELI.

Excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraphy.

1st CLASS FARE TO SINGAPORE, \$100.

In connection with the Royal Packet Nav. Co's (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents: **JAVA CHINA JAPAN LIJN,**

Telephone Central No. 1574. York Building, Chater Road.

CONSIGNEES

NOTICE TO CONSIGNEES.

ADMIRAL ORIENTAL LINE.

The Steamship "PRESIDENT MADISON," having arrived from Seattle via ports on Sept. 8th, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of The Hongkong and Kowloon Wharf & Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be counter-signed.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on Sept. 14th, at the Company's Surveyors, Messrs. Anderson & Ashes.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Sept. 15th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board.

Emergency Fleet Corporation.

Agents.

ADMIRAL ORIENTAL LINE

4, Des Voeux Road,

Hongkong, 8th. Sept. 1923.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From ANTWERP, MIDDLESBRO, & STRAITS.

The Steamship "BENLEI,"

Consignees of cargo are hereby informed that all Goods are being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., at Kowloon, and stored at consignees' risk.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 24th inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 17th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hongkong, 10th, September 1923.

NOTICE TO CONSIGNEES

ADMIRAL ORIENTAL LINE

The Steamship "PRESIDENT GRANT,"

having arrived from MANILA on September 8th.

Consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be counter-signed.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Sept. 11th, by the Company's Surveyors, Messrs. Anderson & Ashes.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Sept. 12th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board.

Emergency Fleet Corporation.

Agents.

ADMIRAL ORIENTAL LINE

4, Des Voeux Road,

Hongkong, 7th September 1923.

**ASAHI BEER**

BREWED BY

DAI NIPPON BREWERY

Co., Ltd.

TOKYO JAPAN

Specially Brewed for Export

Sole Agents—

MIYUI BUSSAN KAISHA, LTD.

HONGKONG.

JUST RECEIVED THE FOLLOWING HAWAIIAN RECORDS

- | | |
|------|-----------------------------|
| 2076 | Dreamy Hawaii |
| | Wailana Waitz |
| 2078 | My Isle of Golden Dreams |
| | Tripp |
| 2119 | Kawaha |
| | Malani Anu Ka Malani |
| 2156 | Plantation Lullaby |
| | Sweet Hawaiian Girl of Mine |
| 2251 | My Hawaiian Rainbow |
| | Rio Night |
| 2257 | Hawaiian E-hoes |
| | Song To Hawaii |
| 2276 | Moon River |
| | Hawaiian Nightingale |
| 2208 | Aloha Oe |
| | Kalima Waltz |
| 2198 | H |
| | Sweet Hawaiian Moonlight |
| 2106 | Honolulu March |
| | Ua Like No a Like |

Call and hear these and other new records at

THE BRUNSWICK STUDIO
17, ICE HOUSE STREET.

BRUNSWICK

PHONOGRAPHS AND RECORDS

HOTELS.

LEADING FAR EASTERN HOTELS.

HONGKONG: Peak Hotel, Repulse Bay Hotel.

SHANGHAI: Astor House Hotel, Palace Hotel, Grand Hotel Kalée.

PEKING: Grand Hotel des Wagon Lits.

The Hongkong Hotel Co.,
In conjunction with
The Shanghai Hotels, Ltd.
and
The Grand Hotel des Wagons-Lits, Ltd.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tele. Central 373. Telegraphic Address: "VICTORIA"
J. W. HELL, Manager.

THE EUROPE HOTEL.

SINGAPORE.
DANCING AFTER DINNER.
EVERY
MONDAY WEDNESDAY AND SATURDAY.
TEA DANCES
TUESDAYS AND THURSDAYS.
The Hotel Orchestra under the Direction of
Mr. F. R. Martens.
Telephones in every Room.
Telegraphic Address: "EUROPE, SINGAPORE."
Telephone No. 2740 (9 lines).
THE EUROPE HOTEL, LTD.
ARTHUR E. ODELL, Manager.

THE KOWLOON HOTEL.

HANKOW ROAD.
Opening 1st September.
First Class and most up-to-date Residential and Tourist Hotel. Six stories of commodious large and airy rooms with every modern appliance. Elevator to every floor and to Roof Garden. Hot and cold water. Electric Lights, Fans and Bell throughout. Exceptionally well ventilated Bar and Billiard Rooms. Moderate tariff and most excellent cuisine supervised by experienced chef. Monthly and Family rates can be arranged at most reasonable terms.
For terms apply to: Mrs. J. J. BLAKE, Managers.

KINGSCLERE HOTEL MID-LEVEL

KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & CO., General Agents
Are resident Managers.

PALACE HOTEL, KOWLOON.

Tel. No. Kowloon 3. Tel. Add. Palace
Two minutes from Ferry and Railway Station. Five minutes by Ferry from Hongkong.
A first class Hotel in every respect and under English management.
Cuisine under personal supervision of the Proprietor.
Lounge Bar and Billiard Room.
Terms moderate.
Special arrangements for families on application to
J. H. OXBERRY, Proprietor.

LAMMERT BROS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on Wednesday, the 19th. Sept. 1923. at NOON at their Sales Rooms, Duddell Street

(for account of the concerned)
The Wooden Motor ship "Wan Kiu"
as she now lies in the harbour of Hongkong off Sham Shui Po. Three propellers.
Gross Tonnage 838.84
Registered Tonnage 527.52
Length 163.4 ft.
Breadth 30.7 ft.
Depth 19.14 ft.
Terms: 20% of Purchase Price on fall of Hammer.
For Further particulars apply to the Undersigned.

LAMMERT BROS.
Auctioneers.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA-MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer "ELPENOR"

are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 13th. September.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 18th. Sept. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 2nd. Oct. or they will not be recognised.

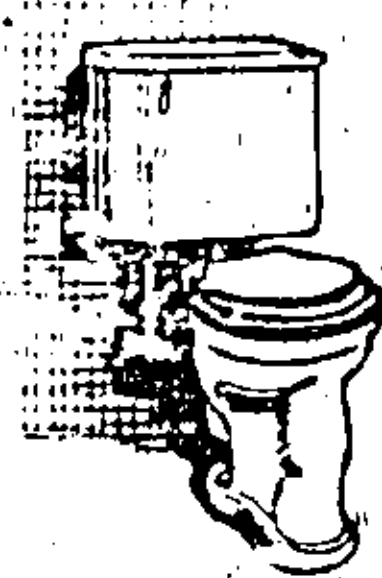
No Fire Insurance will be covered.

Agents,
13th. September, 1923.

C. E. WARREN & CO. LTD.

SANITARY ENGINEERS & MONUMENTALISTS.

Offices & Showrooms, WANCHAI RD. Godown, HONGKONG.



All Kinds of Builders Requisites In Stock. Prices on Application. ESTIMATES. Free For Sanitary Installations, Complete Hot & Cold Water Systems, Cooking Ranges—Open and Closed Stoves & Grates—Supplied & Fixed. General Repairs Promptly Attended to. Italian Marble & Hongkong Granite Memorials to Own Design—or from Selection. A Large Range of Artificial Wreaths Always in Stock.

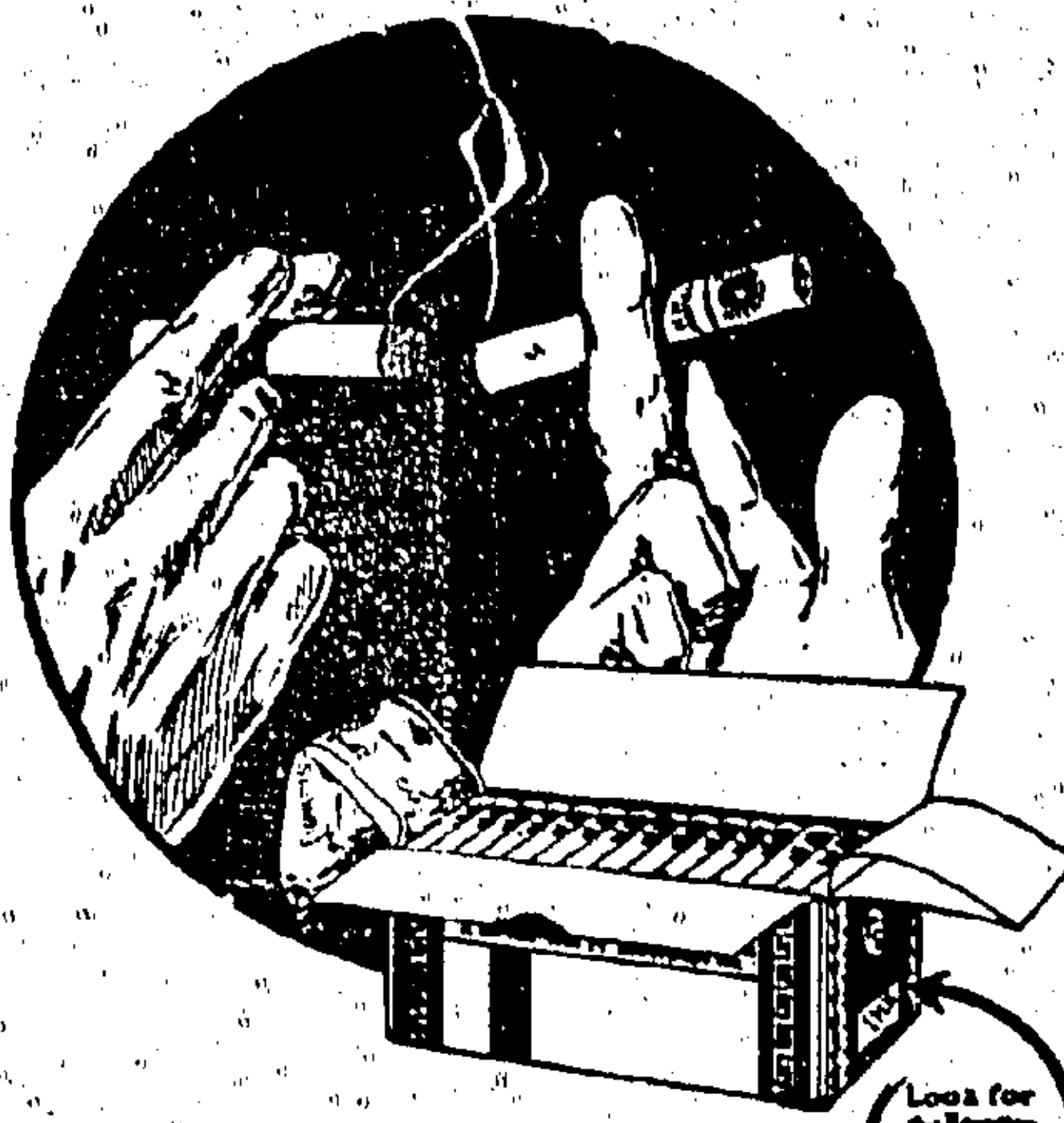
DO YOU SEE SHADOWS?

SUBMARINE L. 9.

Afloat in Shallow Water.

We are informed by the naval authorities that the after compartments of submarine "L. 9" were pumped out yesterday, and on blowing some of the after tanks she floated and has been placed in shallow water off Murray Pier, where she will remain for several days.

It is not convenient to the naval authorities to dock her at present, and minor repairs will be carried out, where she is, in order to ensure that she will remain afloat without constant attention.



When you meet a friend
smoke a friendly cigarette

"FELUCCA 33"

The distinctive Egyptian Cigarette

EXCHANGE.

(Opening Rate closing Rate on Page 1.)		SELLING		BUYING	
T/T	2/3 1/2	30 d/s. San Francisco and New York	53	4 m/s. Maracaibo	9.55
Demand	2/3 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
30 d/s.	2/3 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
4 m/s.	2/3 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Shanghai	Nom.	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Singapore	97 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Japan	107 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. India	169 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
Demand India	169 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. San Francisco and New York	51 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Java	135	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Manila	104 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Cebu	104 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Batavia	135	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Hongkong	Nom.	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Saigon	81	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Bangkok	81	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. London	4.54 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Paris	164 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Sydney and Melbourne	2/4 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Hongkong	2/4 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Canton	164 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
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T/T. London	4.54 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Paris	164 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Sydney and Melbourne	2/4 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Hongkong	2/4 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Canton	164 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Shanghai	107 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Singapore	97 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Japan	107 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. India	169 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. San Francisco and New York	51 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Java	135	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Manila	104 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Cebu	104 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Batavia	135	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Hongkong	Nom.	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Saigon	81	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Bangkok	81	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. London	4.54 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Paris	164 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Sydney and Melbourne	2/4 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Hongkong	2/4 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Canton	164 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Shanghai	107 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Singapore	97 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Japan	107 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. India	169 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. San Francisco and New York	51 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Java	135	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Manila	104 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Cebu	104 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Batavia	135	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Hongkong	Nom.	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Saigon	81	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Bangkok	81	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. London	4.54 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Paris	164 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Sydney and Melbourne	2/4 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Hongkong	2/4 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Canton	164 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Shanghai	107 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Singapore	97 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Japan	107 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. India	169 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. San Francisco and New York	51 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Java	135	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Manila	104 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Cebu	104 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Batavia	135	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Hongkong	Nom.	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Saigon	81	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Bangkok	81	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. London	4.54 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Paris	164 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Sydney and Melbourne	2/4 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Hongkong	2/4 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Canton	164 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Shanghai	107 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Singapore	97 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Japan	107 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. India	169 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. San Francisco and New York	51 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Java	135	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55
T/T. Manila	104 1/2	4 m/s. Maracaibo	9.55	4 m/s. Maracaibo	9.55